



*Campagnolo*

2015



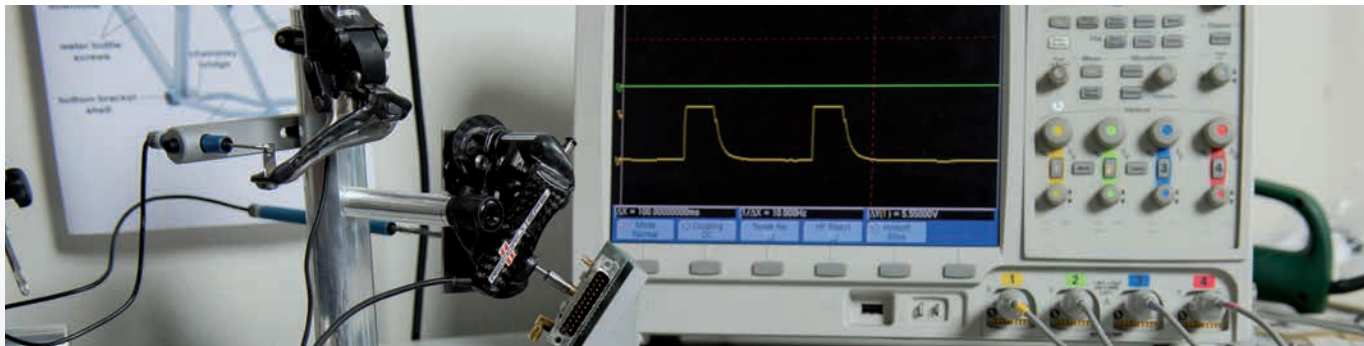
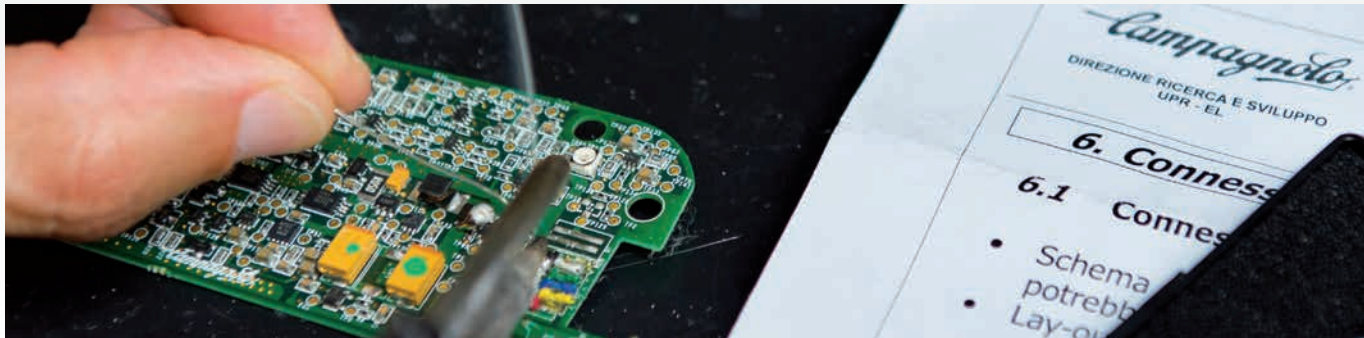
# CAMPY TECH LAB™

It's the pride and joy of our company, the beating heart that delivers the innovations and the innumerable patents that over the years have contributed to creating and preserving the Campagnolo® legend.

Inside the Campy Tech Lab™, highly sophisticated products are designed, tested, and developed that embody the DNA of Campagnolo®. The staff and technical equipment inside this most important unit represent the best, brightest and most advanced engineers and tools available in order to push current standards even further and innovate the future.

Inside the Campy Tech Lab™ the objective is to continuously innovate in order to improve the cycling experience. The design objective cannot be a single one but has to incorporate the right balance between equally important factors: performance, reliability, quality, design, and safety.

Safety is the common denominator at Campagnolo®: the standards that the Campy Tech Lab™ imposes on the products it develops exceed even up to five times those prescribed by the regulations, because we take nothing more seriously than your safety.



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# ELECTRONIC COMPONENT TECHNOLOGIES

The future is already here.

The Campagnolo® EPS™ electronic drivetrain introduces you to a whole new world of cycling, where mechanical parts and state of the art electronic technology come together to create a drivetrain with levels of performance and functionality unlike anything you've ever experienced before. The exclusive Multi-shifting™ system lets you shift up or down by the number of sprockets you want in a single action, while the front derailleur has an automatic chain positioning system to align the chain correctly with the selected sprocket. The rear derailleur has a manual release system for emergency functionality in the event of a fault, which also detaches to prevent damage to the rear derailleur in a fall. Through extensive road testing with professional riders and "Multi-Dome" technology, the Campy Tech Lab™ has optimised "click feeling" to prevent any risk of unintentional shifts, while all the components of the system are IP67 certified, guaranteeing that they are 100% waterproof.

Enter the world of electronic shifting and discover a completely new cycling experience.



## ELECTRONIC COMPONENTS

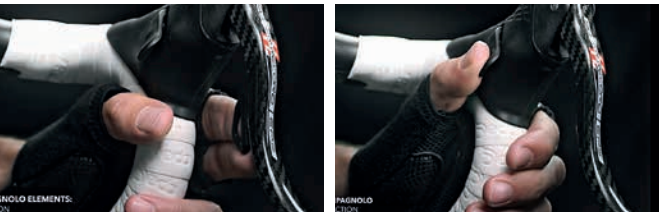
1	2	3	4	5
EPS™ ERGOPOWER™ CONTROLS	DTI™ EPS™ V2 INTERFACE	DTI™ EPS™ V2 POWER UNIT	EPS™ FRONT DERAILLEUR	EPS™ REAR DERAILLEUR



# EPS™ ERGOPOWER™ CONTROLS

The engineers at Campagnolo® had this goal in mind when they set out to develop the EPS™ Ergopower™ controls. The ergonomics and layout of Campagnolo® mechanical commands were already universally lauded as the best available. Ergonomics, "one lever-one action" design and lever shape were all maintained and as a result electronic shifting is intuitive from the first shift.

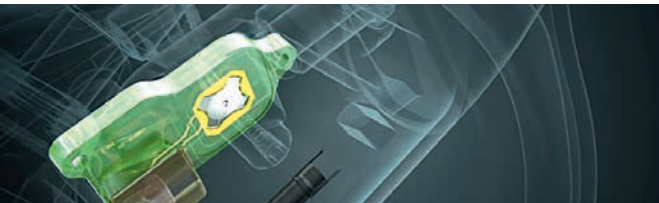
The performance factor is improved however as both front and rear derailleurs are controlled with a simple click. Minimum effort, maximum performance. Ergonomics have been improved even further by customizing the 2nd lever to a position easily reachable from any hand position. Shifting with your thumb has never been easier from either the hoods or from the drops.



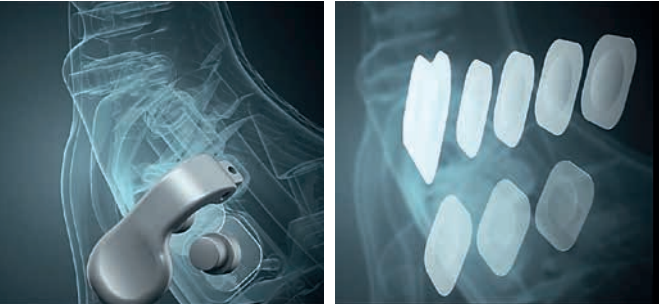
**One lever-One action:**  
The distinguishing detail in Campagnolo® control sets: "One lever-One action". Lever 1 operates the brake while levers 2 (downshift) and 3 (upshift) operate the rear and front derailleurs.



**E-Ergonomy™:**  
Campagnolo® mechanical controls are universally recognised as having the best ergonomics in the bicycle world. And for its EPS™ controls, Campagnolo® has taken this a step further: lever 2 is now lower than before and specifically shaped to be even more easily accessible in any riding position.



**Electronic circuit board "Water-proof" (IP67):**  
The boards and connectors inside the controls are completely waterproof for superior durability in all weather conditions.



**Multi-Dome Tech™:**  
A set of aluminium domes which have been fine tuned through road testing by professional and amateur riders to optimise operating force. Being able to feel the exact instant when they shift with the rear or front derailleur is crucial for a rider. With this technology, Campagnolo® has achieved the perfect "click feeling", which also prevents unintentional shifts.



**Switch Mode:**  
Each control set has a mode button next to lever 2. The multifunction Switch Mode button is used for initial setup and to adjust the travel of the rear and front derailleur. Pressing the button briefly, on the other hand, displays the battery state.





# DTI™ EPS™ V2 INTERFACE

## Why do you need an interface?

The EPS™ electronic drivetrain functions with digital signals. Because of this, the electronic drivetrain needs an interface, which performs the vital function of transforming the analogue signal received from the Ergopower™ controls into a digital signal, which is then transmitted to the Power Unit™.

But the interface also has important functions such as:

- displaying the battery charge status.
- processing information coming from the rear and front derailleur through the EPS™ Power Unit.
- registering the initial set-up and allowing micro adjustments of the rear and front derailleur even while riding.
- serves as a diagnostic mechanism displaying color coded signals for any eventual problem with the EPS™ drivetrain.



The analog signal received from the Ergopower™ control is transformed into a digital signal which is then sent to the Power Unit.

The digital signal allows unique, error-free encoding of the signal transmitted by the Ergopower™ units.

### Zero Setting / Ride Setting:

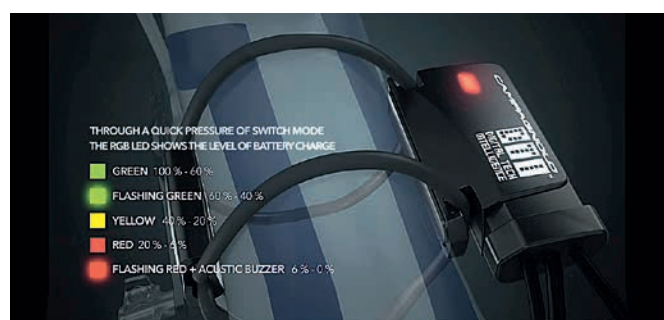
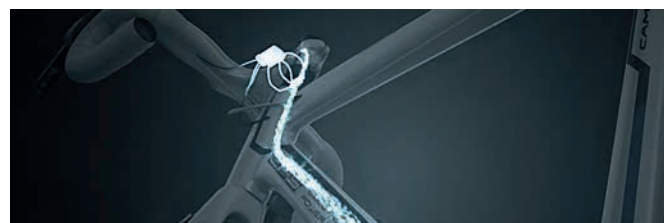
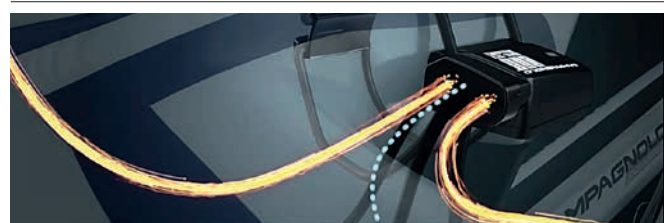
The interface processes the data received during the initial setup of the front and rear derailleurs (Zero Setting) and also during smaller adjustments (Ride Setting). These smaller fine-tuning adjustments can be carried out while in the saddle as well.

The DTI™ interface transmits and receives signals to and from the Power Unit™ thousands of times every second, processing them accordingly to ensure that the drivetrain functions correctly in all situations.

The RGB LED lets the rider view the state of charge of the battery at any time.

- GREEN 100% - 60%
- FLASHING GREEN 60% - 40%
- YELLOW 40% - 20%
- RED 20% - 6%
- FLASHING RED 6% - 0%

The special design of the interface lets the user choose between two different installation solutions: on the brake cable or on the handlebar mount.



# DTI™ EPS™ V2 POWER UNIT

The Campy Tech Lab™ has taken the most advanced electronic drivetrain available and made it even more cutting-edge. To further improve it with 2014 range Campagnolo® engineers set about to create a newer version of the external Power Unit to find a more aerodynamic and versatile format. Their research produced the **EPS™ V2 Power Unit with a new revolutionary design that offers several advantages.** The cylindrical format allows the battery to be mounted in a variety of positions, all of which confer an aerodynamic advantage. Those wishing to mount the battery externally will encounter less wind resistance thanks to its new slimmer profile. However, **the new profile allows for INTERNAL mounting** which not only offers the obvious aerodynamic benefits associated with hiding a component inside the frame but also keeps the unit protected from the elements and impact. The EPS™ V2 Power Unit is an improvement with regards to aerodynamics, versatility, durability and protection but also plays a pivotal role in an aspect that is not to be overlooked; aesthetics. The EPS™ V2 Power Unit gives the cyclist the possibility to use the most advanced groupset while maintaining sleekest look to his or her ride.



### Battery:

the rechargeable lithium ion battery is made with a 3-cell (12-volt) construction. The duration of the battery charge varies slightly depending on route and riding style as shifting frequency puts more or less stress on the battery. However, battery duration will generally be around 1500km on average. Taking into account that the EPS™ Power Unit has been lab tested and guaranteed to last for over 500 recharges, while maintaining strength and charge life, it is safe to say that the battery will last as long, if not longer, than your frame!



### Electronic board:

housed in a completely waterproof (IP67) casing, the motherboard contains the brain of the system. The D.T.I. interacts with and receives control signals from the interface thousands of times per second, processes these signals and sends the corresponding commands to the front and rear derailleur. In addition to all this, the Power Unit monitors the state of charge and power produced by the battery.



### Input/Output gates

The connector of the Power Unit™ has multiple functions:

**Battery charging:** the complete charge time for the battery is about one hour. Battery range, although it depends on several factors, allows around 1500 km to be travelled.

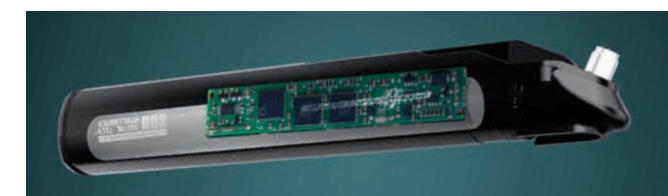
### System diagnostics via connection to the specific tool:

System diagnostics can be taken with the use of a specific tool much like is found in modern vehicle diagnostics. This operation is carried out exclusively by Campagnolo®.

**Firmware and Eeprom updates:** this operation is carried out exclusively by Campagnolo®.

### The casing:

the casing containing the battery, motherboard and input/output gate is manufactured from a special anti-vibration material. The interior of the casing is specially moulded to protect all the components and ensure total reliability. The casing itself is sealed with an ultrasonic welding process and is completely waterproof even in the most extreme weather conditions.





# EPS™ FRONT DERAILLEUR

One single goal: to achieve the fastest, most precise derailing action available in cycling.

A difficult objective that challenged the skills of the engineers of the Campy Tech Lab™. But the results have far exceeded all expectations. Unparalleled derailing precision and speed - even under strain - achieved through an innovative project and painstaking attention to detail.

How was the outstanding derailing performance of Campagnolo's EPS™ drivetrains made possible? Extracting the maximum possible performance from each individual component also depends on the performance of the other components in the drivetrain. On the basis of this precept, Campagnolo® developed a global project encompassing every single component in the drivetrain, and not just those of the new front derailleur.

This design philosophy has always been central to Campagnolo's approach to producing fantastic and functional components and EPS™ stands as a testament.



Campagnolo® uses only the best and highest performing motors in the world to ensure the level of performance and reliability consumers have come to expect. The strongest and most powerful motors offer unparalleled performance and durability even while shifting under stress. Reduction gears are used to deliver an even higher level of torque to ensure flawless shifting no matter the situation.

A "Magnetic Hall Sensor Resolver" installed inside the front derailleur monitors the position of the derailleur cage to keep it optimally aligned with the chain at all times. In other words, the front derailleur cage is automatically centered no matter the position of the chain on the crankset or on the cassette.

The front derailleur cage has been engineered for maximum stiffness and lightness, to ensure an extremely fast, precise derailing action.

The links actuating the front derailleur cage are sized specifically to eliminate flexing and to transmit movements precisely from the motor to the front derailleur cage itself.

## Automatic Front Derailleur Repositioning Technology:

D.T.I.TM technology means that the EPSTM system knows the rear derailleur position and the selected sprocket at all times. In relation to this information, the system transmits a signal to the front derailleur, which fine-adjusts its position to maintain optimum alignment with the chain.



# EPS™ REAR DERAILLEUR

The EPS™ rear derailleur is a tour de force of micro-technology. Super Record™ EPS™, Record™ EPS™, Chorus™ EPS™: a unique project that has further augmented the performance of the EPS™ rear derailleur by adopting advanced materials such as carbon fibre and titanium and **special treatments to keep all components waterproof and ensure outstanding durability even in extreme conditions.**

Combining the most advanced technologies available today with the development work of the Campy Tech Lab™ team has brought incredible results in terms of performance: shift times are now **very fast** (taking just 0.352 seconds to swap sprockets), and **precision** is excellent in all rear derailleur positions. On top of all this, the EPS™ rear derailleur also features Multishifting technology, letting the rider shift up or down by up to 11 sprockets at a time!

**How easy is setting up the rear derailleur? As the system is entirely electronic, setting it up is extremely simple and intuitive for anyone, even with no experience!**



The rear derailleur is constructed from extremely lightweight materials such as carbon fibre and titanium (Super Record™ EPS™ and Record™ EPS™), or aluminium (Chorus™ EPS™).

The motors used have been selected from the best units available in the world and ensure superlative levels of performance and reliability. These are fundamental requisites to offer the rider an unparalleled performance and durability of his/her drivetrain. The motors are coupled with reduction gears to deliver very high levels of torque for outstanding shifting performance.

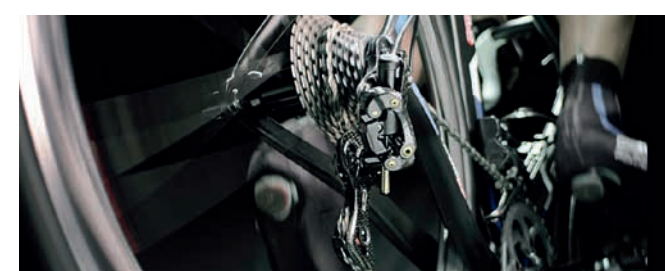
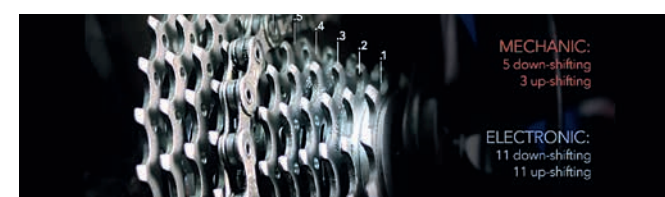
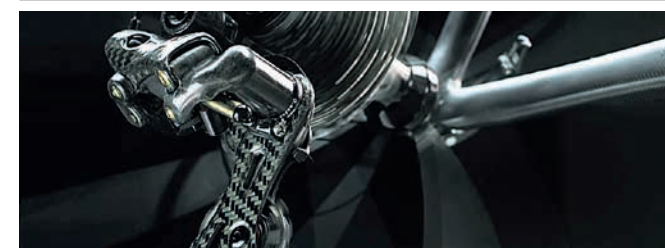
The "Magnetic Hall Sensor Resolver" ensures that the rear derailleur always moves the chain into the ideal position for the selected sprocket.

## Multi-shifting™ Technology:

lets the rider shift up or down by up to 11 sprockets at a time with a single control action (the mechanical set with Ultra-Shift™ controls can shift up by up to 3 sprockets and down by up to 5 sprockets).

## Exclusive UnLock System:

a manual rear derailleur release system makes it possible to move the rear derailleur manually into the desired position in the event of a system malfunction. In addition to this crucial function, this system also releases the rear derailleur in the event of a fall and protects it from impact damage.





# MECHANICAL COMPONENT TECHNOLOGIES

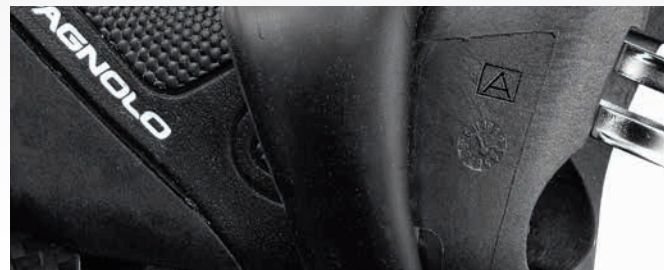
## The latest evolution in the mechanical drivetrain.

To continually improve a product often it is opportune to go back to the drawing board. This is what the Campy Tech Lab™ engineers did, first of all putting down on paper ambitious goals in terms of performance, design and quality, namely the ones they wanted a Campagnolo mechanical groupset to achieve. As usual, the engineers got their main suggestions by interviewing the pro team cyclists, the latter surprised that a project was underway to improve the mechanical drivetrain, considered a benchmark, and even more surprised when they tested the first prototypes.

## Compatibility of new mechanical Super Record™, Record™ and Chorus™ drivetrains.

The enhanced performance of the new groupsets is due to numerous engineering tweaks to the different components. Using components that do not belong to the new range can significantly reduce overall transmission performance, so it is better not to mix components of the old product ranges with components from the new product ranges.

In order to help you to avoid mistakes, Campagnolo® has introduced distinctive marking (a squared letter as illustrated) on the components of the new Super Record™, Record™ and Chorus™ groupsets to indicate their compatibility and guarantee the full functionality of the new generation of mechanical drivetrains. Full compatibility means obtaining the functionality and performance that every Campagnolo customer needs to find and enjoy.



So check that the letters of the shifting components match (rear shifting components: right Ergopower™ and rear derailleur; front shifting components: left Ergopower™, derailleur, cups and crankset). If the squared letter is missing from even just one of the components listed, the drivetrain may not work properly and its performance may be severely affected.

In such cases Campagnolo® cannot therefore guarantee the drivetrain's efficiency.



# NEW 11-SPEED CRANKSETS

NEW

The new Campagnolo® Super Record™, Record™ and Chorus™ cranksets are a mix of technology, innovation and development.

Such an innovative component could not do without those technologies that for years have made the Campagnolo cranksets unique: the Ultra-Torque™ axle will continue to guarantee maximum crankset assembly speed, while CULT™ and USB™ bearings will ensure unparalleled smoothness and attrition reduced to the max. The efforts made by the Campy Tech Lab™ engineers, who for several seasons now have worked closely with the Campagnolo Pro-Teams® and the test teams, focused on innovative design and crank-chainring combination, with a view to creating a very stiff, aerodynamic crankset, obviously when used with Campagnolo® chainrings.

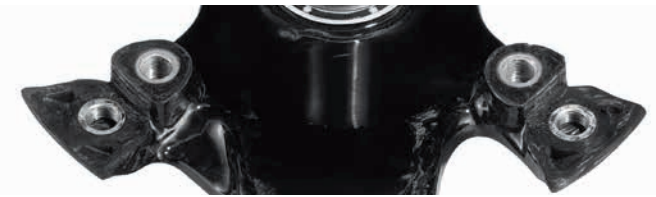




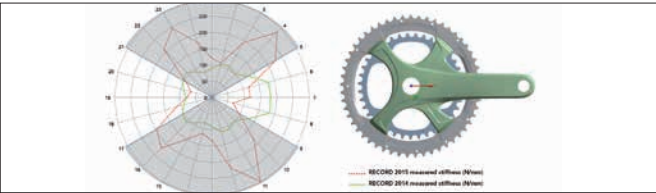
# NEW 11-SPEED CRANKSETS

NEW

**Cranks:**  
The new right cranks, in carbon fiber, exploit Ultra-Hollow Structure (UHS) technology and feature a spider with a decidedly innovative shape. The 4 spokes responded to the need to stiffen the crankset in those zones where shifting occurs, while the connection between the spiders and the crank enables structurally the best possible transmission of the chain power.  
Each arm has a double hook for the chainrings, in this way generating a double ring of 112 mm and 145 mm bolts, the same for all the combinations in the range. The 8-bolt fastening system, devised by the Campy Tech Lab™ engineers, enables **optimization of the flexible-torsional stiffness of the complete crankset, with a 12% increase compared to the previous version.** Despite this, weight is however kept down thanks to the use of an even greater amount of carbon fiber, which extends to the anchor point of the large chainring on the spider.  
The left cranks, again in carbon fiber, have different internal structures, creating a difference in weight among the models in the range, but guaranteeing maximum stiffness for all the versions, which has always been the goal of Campagnolo.  
The cranks are available in the lengths of 170 mm, 172.5 mm and 175 mm.



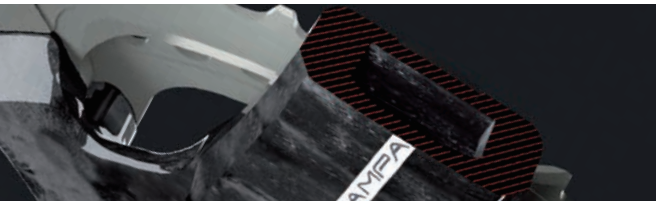
**8 coupling holes:**  
Increased stiffness thanks to fixing closer to the outer diameter of the chainring.



**Asymmetric four-arm spider:**  
Greater stiffness in shifting areas.  
Better transmission of power from crank to chainring



**Ultra-Torque axle:**  
High levels of stiffness, easy rapid assembly



**Ultra-Hollow Structure:**  
Extremely light cranks with no reduction in stiffness

**Chainrings:**  
The new chainring design immediately transmits the increase in stiffness of this new solution and the success of the studies made into aerodynamics, reducing to a minimum the loss of power produced by the cyclist, making them excellent also for time trials.  
The internal part of the large chainrings features refined production processes that are yet another evolution in the Squadre Corsa 2014 chainrings, developed for the Campagnolo® team in order to guarantee the cyclists maximum shifting performance in the combinations 53/39, 52/36 and 50/34. Campagnolo® wants to guarantee maximum performance for every user, regardless of the specific choice and, to achieve this, the number of pins involved in picking up the chain when shifting up on the large chainring is differentiated: 8 in the 53/39 combination and 4 in the 52/36 and 50/34 combinations.  
Maximum flatness among the chainrings, since the start a Campagnolo trademark, is guaranteed by the production process of this component, which, together with that of the new cranks, breathes new life into a unit where attention has been paid to all the smallest details, practically perfect.



**Double standard bolt circle diameter (112 mm and 145 mm):**  
Interchangeable chainring combinations.



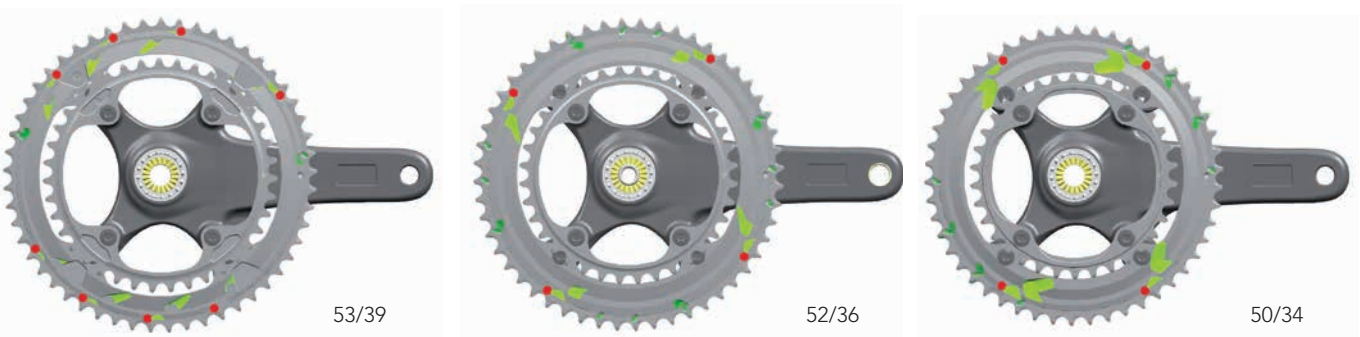
**New chainrings:**  
High levels of stiffness, excellent aerodynamics.



**Different number of pins and mechanics for upward movement of the chain on each combination (8 for 53/39, 4 for 52/36 and 50/34):**  
Maximum chain engagement efficiency for each chainring combination.



**Lowered slack teeth and holes to prevent chain jamming at the level of the cranks:**  
Easier downward movement of the chain near the dead points of the pedal stroke. Holes to prevent chain jamming.



■ = upshift zone  
■ = downshift zone  
■ = pins



# ULTRA-TORQUE™

ULTRA TORQUE™ 

## Lightness, rigidity, and easy maintenance: Ultra-Torque™.

Eight years after introducing the Ultra-Torque™ system, it is still considered, the best performing crank-set spindle in terms of stiffness, low weight and efficiency of power transmission.

Campagnolo® found a solution that joins independant left and right crank axles inside the bottom bracket to the point where they act as one.

As the two are coupled inside the bottom bracket the Ultra-Torque **considerably reduces the lateral dimensions of the crankset**, giving even more clearance for the athlete's ankle during the pedal stroke.



Assembly is simple: **one single oversize bolt is enough to integrate the two semi-axles.**

With regard to torque transmission efficiency, this system is equally as effective as a single piece axle.



Furthermore, despite the narrow side profile, we have been able to position the bearings outside the bottom bracket shell, resulting in greater axle rigidity from the increased axle diameter. This breakthrough was obtained by using an ingenious mechanical system derived from many years' motoring experience in the rotation axle and engine shaft coupling sector: the **Hirth joint**. In short, this is a joint with self-centring and self-aligning frontal teeth located in the middle of the bottom-bracket axle where the ends of the semi-axles, integrated with the crankset arms, come into contact.



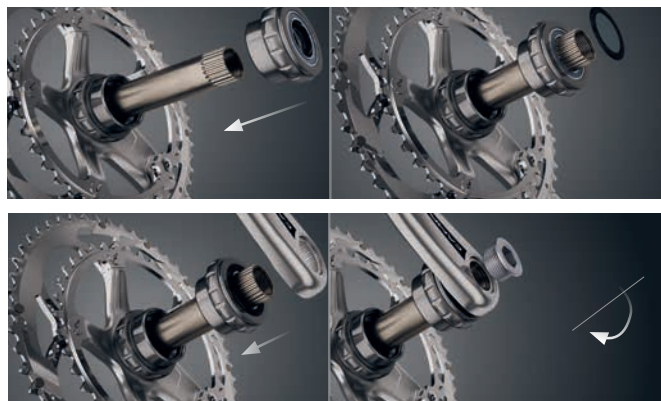
# POWER-TORQUE™ SYSTEM

POWER TORQUE SYSTEM™ 

Since 2011, the Athena™ 11s and Veloce™ groupsets feature the Power Torque™ system. The new solution was immediately applauded and embraced with enthusiasm thanks to the incredibly high level of performance found in these mid-range groupsets, as well as the ease of use and the high reliability.

**The axle is a single piece** firmly fixed to the right crank of the crankset. The perfect coupling between bottom bracket and left crank is assured by the **special geometry of the two components**, a solution that guarantees maximum reliability.

To make the bottom bracket more efficient we also worked on the internal portion of the axle. Engineering an elaborate sequence of variable wall densities we were able to obtain an incredibly **light axle** with no compromises in terms of rigidity. Thanks to extensive studies by the Campy Tech Lab™ engineers excess material was identified and removed while leaving material in all of the areas necessary to guarantee heightened performance.



The Campagnolo® engineers concentrated on ensuring that installation and servicing would be extremely simple. We did all of the hard work in the laboratory so that the work to mount the Power Torque System™ crankset is as easy as possible with only four simple steps.

The right-hand bearing is already locked in the axle in correspondence with the crankset; the other is pre-inserted in the left-hand cup. No special tool is required, and the new crankset is ready to propel you over endless miles.

One of the objectives of the Power Torque System™ project was prolonged operating resistance and both laboratory and real world tests show that this objective was reached.

**The Campy Tech Lab™ concentrated on high performance, easy mounting and durability despite the roughest conditions. All you need to concentrate on is riding.**



# OVER-TORQUE™ TECHNOLOGY

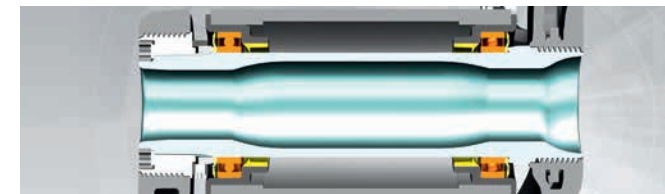
Campagnolo's dedication to continuous innovation means that we never accept current limits but rather consistently try to push them farther. This is the case with the 2014 range development from Campagnolo® by the name of Over-Torque™ Technology.

Following the Campagnolo® philosophy of keeping the bearings at the widest stance possible with a large diameter axle the Over-Torque™ construction has an extremely wide stance for bearings in addition to a 30mm axle diameter. These two factors, combined with a newly designed crankarm produce a rigidity increase as well as an increase with regards to the weight/rigidity relationship.

Although difficult to believe, this added rigidity comes with a significant weight savings as well increasing even further the efficiency of this component.

**In 2015, Over-Torque cranksets will have even better performance, absorbing the inner workings of the large chainring tested by pro teams during the 2014 season.**

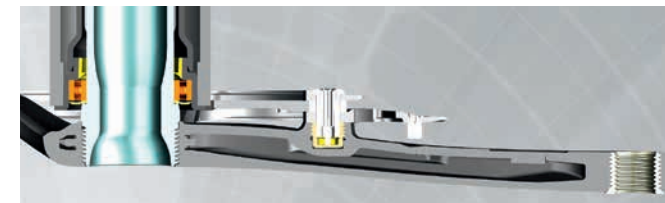
To complete the "improved shifting" project, the new chainring combinations in the range also feature a differentiated number of pins, with the task of aiding upshifting. In fact, while the 53/39 combination still has the classic 8 pins for engaging the chain, the "even" combinations 52/36 and 50/34 have just 4 pins, to help optimization of performance for each gear combination.



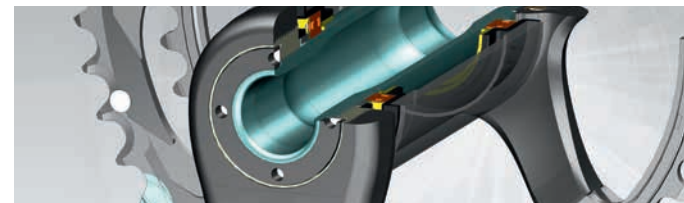
30mm diameter axle



Special crankarm design for a rigidity increase




Overall lighter construction with increased rigidity



Revolutionary closing system: offers weight savings, easier installation and better performance.

## 2 models available:

**Comp Ultra™ 11 with USB™ ceramic bearings**  
563 g 



**Comp One™ 11**  
605 g 





To understand what CULT™ is all about and what advantages it offers in terms of the performance of the wheels and cranksets that apply this technology, there's only one thing to do: try it!

Data, charts, studies and tests go a long way in showcasing just how significant the performance and efficiency gains that are associated with CULT™ Technology are but to really understand one must simply saddle up and feel the CULT™ advantage personally. From the first pedal stroke one feels the immediate response and after several kilometers the fresh feeling in one's legs is due to the extremely reduced friction you no longer have to combat while in the saddle.

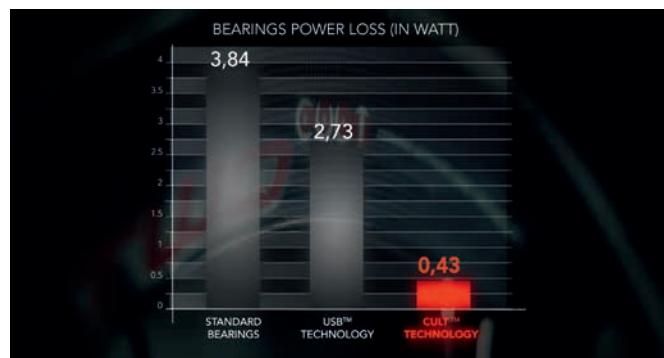


CULT™ technology is a combination of the highest quality ceramic ball bearings available and bearing houses made from **Cronitect®** chromium stainless steel, a technological wonder produced by the German company Schaeffler. The ceramic ball bearings used in the Campagnolo® CULT™ system reduce friction to a minimum and offer consistent performance over time as they are highly resistant to wear. On the other hand the **Cronitect®** surface, along with its thermochemical treatment provides a sliding surface for the bearings that is extremely hard, resistant to wear and maintains its integrity over time. Friction is further reduced as this combination requires no lubrication in the form of grease but rather uses only minimum quantities of a simple oil. Only a technologically advanced system can function, despite conditions and wear without grease.

**All of these factors together combine to offer a friction coefficient that is nine times less than standard bearing systems and saves nearly 3,5 watts of power per pedal stroke.**

The results from the Campy Tech Lab™?  
Surprising and beyond all expectations:

- 9 times smoother than the standard solutions.
- Resistance to corrosion: zero wear and tear on bearings.
- Friction coefficient: the lowest in the world of cranksets thanks to lubrication with oil instead of grease.
- 3,5 Watt more power at each pedal stroke, increasing along with the increase in speed.



Even more surprising are the results achieved on the road. The smoothness of your pedal stroke increases with the increase in speed and the sensation is consistently fluid and efficient pedalling.

CULT™ will enable you to boost your performance, but that's not all. Thanks to the new materials with extremely high hardness coefficients, the performance of your crankset will be totally unaltered over time.



**Our ceramic USB™ - Ultra Smooth Bearings guarantee extremely high smoothness.**

Perfectly smooth surfaces and lower friction to reduce loss of power are the most interesting features.

USB™ bearing technology provides many of our products with extremely smooth internal surfaces, high-grade ceramic bearings, exceptionally low friction, reduced weight all in a construction that is highly resistant to corrosion. This means increased performance qualities, less power loss and better power transfer from a component that will retain its qualities with minimal maintenance over time.

USB™ - Ultra Smooth Bearings technology is used for the Record™ cranksets and Comp Ultra™ 11 cranksets with Over-Torque™ Technology and for the Bora™ One, Shamal™ and Bullet Ultra™ wheels.

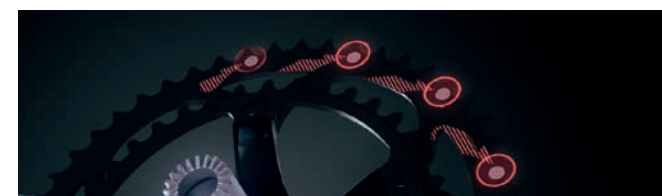


Extreme Performance Shifting System™. The name says it all.

The Campy Tech Lab™ set out to develop the best shifting performance possible for Campagnolo®'s 11-speed groupsets and one of the most important results was XPSS™. **The secret of this amazing result is a perfect combination and integration of all the drive train's components.** Each one of them is designed to perfectly fit and work with the rest. This is the only way you will be able to enjoy the extraordinary performance of the X.P.S.S.™ system. The X.P.S.S.™ system is used in Athena™ and Over-Torque™ Technology cranksets.



**Each individual tooth on the chainring** has its own particular design in function with its position on the chainring and is designed to function specifically with our 11-speed chain. As shifting performance is determined by the functionality of the complete group the chainring, chain and the **front derailleur** were **designed** to coordinate seamlessly for optimal chain movement even under load.



**Each and every tooth on the chainrings** were meticulously studied even in the smallest detail using mathematical functions and advanced software to simulate chain movement under all combinations. The end product of this development is a chainring design that makes for lightning fast and trouble free shifting even under stress.



Campagnolo® is constantly focused on the performance of its groupsets for all its ranges, from Super Record™ to Veloce™.

Its Micro Precision Shifting™ (M.P.S.™) System fully reflects this philosophy.

Indeed, our Veloce™ can attain shifting performances never reached before in a 10-speed group set. Absolute precision, speed and a reduction of the distance covered by the chain when moving from one chainring to another. Mechanical work on the outer chainring is proof of the obsessive attention to detail and the persistence of the engineers at our Campy Tech Lab™ who expect the maximum performance from all of Campagnolo®'s products. The result is amazing and now moving from one chainring to another, even under load, will no longer be a problem!



Optimised design of the up-shift and down-shift zones and of the profile of the teeth – enables fast and precise shifting in all types of conditions.



**8 Chain upshifting areas and 2 chain downshifting areas:**  
faster and more precise shifting, even under stress.





# NEW ERGOPOWER™ SHIFTERS

NEW

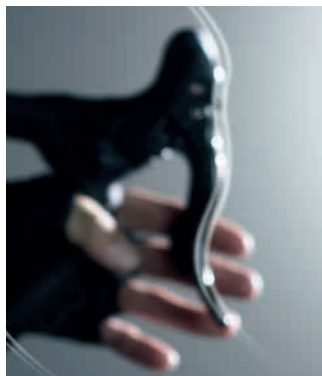
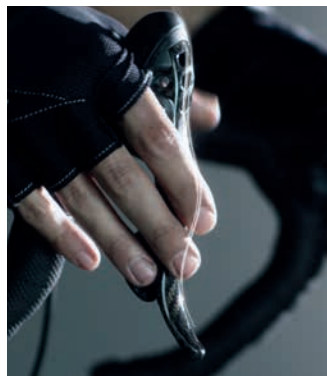
Even better functionality and comfort. These are the keywords for rethinking the Ergopower™ shifters. Not everything that has been improved is visible from the outside. For example, the functionality of the shifters has been modified thanks to new indexing of the internal mechanism.

Whereas greater comfort and increased safety have been achieved by redesign of the new brake lever hoods in hypo-allergenic silicone with differentiated density and internal grooves that ensure better grip.



## New Vari-Cushion™ brake lever hoods with variable density and surface finishes:

natural silicone material with differentiated areas to follow the grip of the 1st and 2nd finger. The grooved areas drain away water, keeping the brake lever hoods dry and improving grip. Internal weave to create a variable thickness that guarantees maximum possible comfort.



## Ergonomics:

The shape of the body conforms to your hands perfectly. The body of the control reproduces exactly the asymmetry of the human hand. This increases the contact with the palm and allows for various riding positions, ensuring maximum safety in all riding positions.

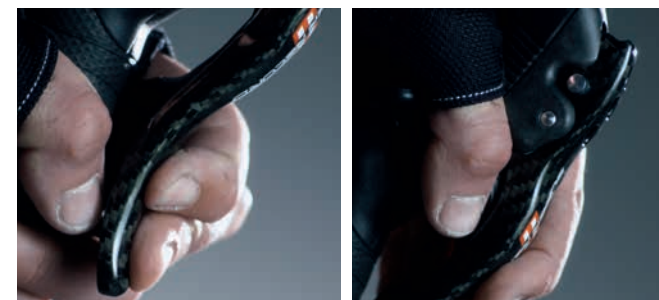


## Comfort:

The shape allows you to easily reach the levers, regardless of your riding position and the size of your hands.

The studies conducted on the position of cyclists' hands, showed three different steering positions depending on the course and the steering style. Based on these studies, Campagnolo® created the particular and exclusive form of the Ergopower™ controls that enable you to steer with safety and comfort. In addition, **the special insert for large hands increases the distance of the levers by 8%, creating sufficient space for braking and shifting, always with the maximum safety.** The Vari-Cushion™ system is the shock absorber that envelops the body of the controls.

**The particular geometry of the hoods made of variable density material both elastic and hypoallergenic,** absorbs vibrations, enabling you to stay in the saddle for many hours without hand fatigue.



## Effective braking:

The lever's Ultra-Shift™ shape lets you squeeze the brakes with greater power. In particular, it allows you to brake powerfully and promptly, when the hands are gripping high up.

Likewise, when the hands are on the drops the curvature of the Ergopower's brake lever makes for easy access to powerful braking. With such high performance braking at your disposal from any hand position you are free to push the limits even farther while in the saddle.

## ULTRA-SHIFT™ ERGOPOWER™ CONTROLS

### The right gear at the right moment.

The only mechanical groupset on the market that allows multiple shifting (up to 5 sprockets). Rapid positioning on the combination desired when there is a steep increase in the slope or when approaching a bend (up to 4 combinations with chain on the first 4 sprockets, up to 3 combinations with chain above the fourth sprocket).

The lever design and the internals are made in a way to allow great ease in shifting while maintaining a decisive audible click that cyclists appreciate.

The Ultra-Shift™ system is featured on Super Record™, Record™ and Chorus™ 11 Speed groupsets.



## POWER-SHIFT™ ERGOPOWER™ CONTROLS

### A system that is both user-friendly and high-performing, with no compromises.

Once again, the design for Campagnolo's controls has reached extraordinary levels: the "one lever – one control" system, greatly appreciated by riders all over the world, remains. The system has the same ergonomics successfully tested on our Ergopower™ controls and comfort is ensured by the Vari-Cushion™ hoods along with the numerous ergonomic solutions of the well-tested Ultra-Shift™.

With the Power-Shift™ system designed by Campy Tech Lab™ and featured on our Athena™ 11 Speed and Veloce™ 10 Speed groupset ranges, you can move up 3 sprockets at a time and move down by one. **The single downshift is what has enabled improvement of the lever 3, aligning it with that of the very popular Ergopower™ EPS shifters.**

Controls have been designed to maximize shifting performances: precision and speed will enhance the qualities of your Campagnolo® drivetrain and will allow you to face all kinds of routes with zero concerns.





# NEW 11 SPEED REAR DERAILLEURS

NEW

The "Campagnolo gear" has written history and even today, with a much more complex drivetrain, the main component of the Campagnolo® revolution is once again THE REAR DERAILLEUR.

The new rear derailleur in Super Record™, Record™ and Chorus™ groupsets has been conceived with "Embrace™" technology, which allows greater engagement of all 11 sprockets thanks to movement on a more advanced trajectory that perfectly follows the curve of the cassette. The heart of this technology is to be found inside the gear, where a chainring embraces a rectangular section spring, specially sized to achieve the right equilibrium between prompt and smooth shifting. This mechanism enables optimum shifting performance even with extreme combinations, like the new 11-29 cassette. Not only, but the forward position that the rear derailleur manages to achieve on the first sprockets enables a larger number of teeth to be engaged and the closeness of the gear to the cassette enables lifting of the angulation created between the chain and the sprocket when shifting, generating immediate engaging of the chain by the top sprocket.



## Embrace Technology™

The special chainring positioned inside the gear body acts on a rectangular section spring that allows the component to move along a trajectory that perfectly follows the curve of the sprockets, on both the 11-23 cassette and the new 11-29.



## Upper and lower body in monolithic technopolymer with carbon powder:

maximum lightness yet still resistance to knocks and the elements.



## Front plate and cage in carbon fibre:

maximum rigidity, fast actuation and reduced friction.



## Rectangular cross-section springs of the upper body and parallelogram:

better exploitation of material and an increase in the return load of the spring.

# NEW 11 SPEED FRONT DERAILLEURS

NEW

The mission of the new front derailleur for Super Record™, Record™ and Chorus™ groupsets is to improve upshifting speed. Objectives achieved perfectly when the derailleur works in symbiosis with the new Campagnolo® cranksets.

With the new Super Record™, Record™ and Chorus™ groupsets, shifting is extremely easy thanks to the long front plate of the front derailleur body, meaning greater leverage and therefore truly reduced movement when shifting.

Shifting precision is achieved thanks to the design of the new narrower cages. The inner semi-cage, in aluminum, has features that improve shifting speed.

The most efficient downshifting on the market is achieved thanks to the integrated outer semi-cage in carbon fiber, a distinctive Campagnolo® feature on Super Record™ and Record™ front derailleurs, or by the positioning of a plate on the tip of the Chorus™ front derailleur.

For every single model, Campagnolo® also offers an S2 (Secure Shifting) System™ technology version, in other words a derailleur fitted with an accessory that, when assembled on the frame, safeguards the working of the Campagnolo® drivetrain on any frame on the market, thanks to the high compatibility of the mechanism.



## Special inner cage design:

- greater rigidity
- faster shifting
- more space for chain crossovers.



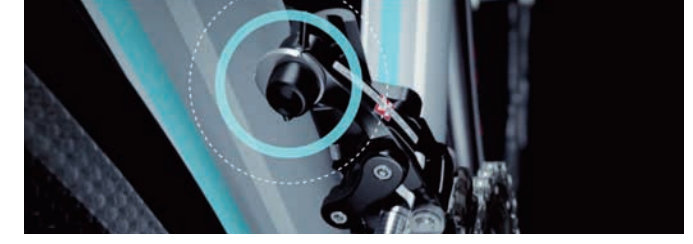
## S2 System (Secure Shifting System):

the special support system built into the derailleur safeguards working of the drivetrain, guaranteeing maximum compatibility with frames on the market.



## CSD (Chain Security Device):

the new CSD chain security device achieves extremely high stiffness levels, in addition to offering regulation that is completely independent from that of the derailleur. Compatible with all the braze-on derailleurs from the Campagnolo range.



## Derailleur cable deviator insert:

stops the cable touching the derailleur when the latter is closest to the frame. It is used on frames where the cable exits its housing very close to the derailleur.



# SPROCKETS

10 or 11 speeds. Whatever your choice of drivetrain, Campagnolo® gives you the best technology available today. Ultra-Shift™ and Ultra-Drive™ feature precision-machined sprocket teeth and synchronisers. The use of exclusive materials and surface treatments make each sprocket incredibly stiff and extend the lifespan of the sprockets themselves. The result: unparalleled shift speed and precision.

## SUPER RECORD™



## RECORD™

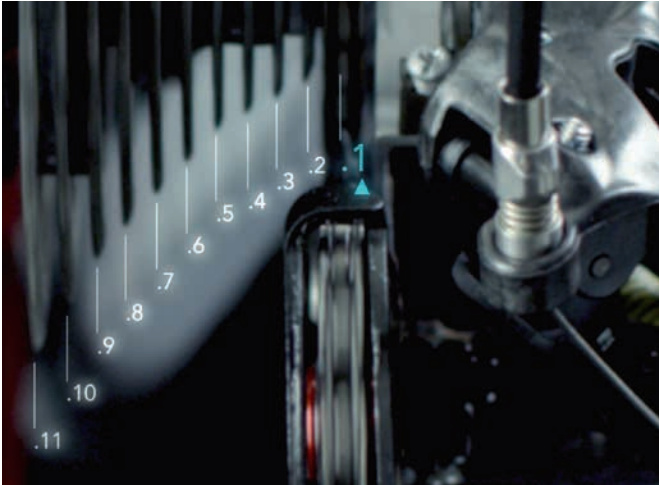


## CHORUS™



## ULTRA-SHIFT™ 11SPEED

**Reduced material, increased thickness.** To place an 11 speed cogset where traditionally only a 10 speed would fit means that the thickness of each sprocket had to be reduced. However, by optimizing the construction and form of the cogset and developing a new design for each and every tooth the Campy Tech Lab™ was able to actually increase rigidity by 180% and create individual sprockets that are 70% more resistant to torsion. The new tooth design optimizes the speed and fluidity of shifting and reduces the stresses applied on the chain as it ascends more easily onto larger sprockets even under load. .



**Reinforced mounts for second and third triplets:**  
greater sprocket set rigidity  
– performance, precision.

**Ultra-Shift™ Synchronization:**  
sprocket tuning allows for maximum shifting performance without hesitation: fast, accurate, and quiet, even under stress.

## ULTRA-DRIVE™ 10 SPEED

The Veloce™ 10-Speed groupset maintains the Ultra-Drive™ system dedicated to and optimised for 10-speed drivetrains. The maximum synchronisation between the sprockets and precise machining of the teeth achieve first-class shifting performance. The Nickel-Chrome surface treatment makes the sprockets extremely resistant and durable and prolongs the life of the chain.



**Ultra-Drive™ teeth design:**  
optimized upshifting.



**Sprocket synchronization:**  
sprocket tuning is carefully designed to make shifting faster and more accurate – less chain stress..

# CHAINS

A chain is only as strong as its weakest link as the old adage states, and a groupset is only as functional as its chain. With this in mind Campagnolo® has always prided itself on making the most high performance and long-lasting chains possible. We strive to make chains that are extremely reliable, efficient in transmitting power with reduced friction and a very fluid movement.

## ULTRA-LINK™ SPEED

The Ultra-Link™ 11 Speed chain represents the pinnacle of performance as far as chains are concerned. Lightweight, very fluid, resistant to stretching and durable for a long life this chain also incorporates the Ultra-Link™ closing system. The Ultra-Link™ system uses a specially developed locking pin that, once closed using the Campagnolo® UT-CN300 tool, is as secure as the rest of the links and is completely safe.



**11-Speed Chain:**  
special steel, 20% stronger – special outer link design for faster shifting even under stress.

## HD-LINK™ 10 SPEED

The links and pins of the 10-speed chain are designed and optimised to be coupled with the teeth of the Campagnolo® 10-speed gears and sprockets, featuring the HD-Link closure system and surface treatment to reduce friction.



**10-Speed chain with HD-Link™ chain link fastening system:**  
high strength link locking – greater safety and longer chain life.












































INTEGRATED CUPS










Uniquely compatible with all the frames on the market. Thanks to accurate design that meets client needs, **Campagnolo® cranksets can in fact be fitted to any type of frame:** from the **standard Italian to English types**, to **Press-Fit central movements of 86.5x41, BB30 68x42, BB30 68x46 and 86.5x46, with new design to improve coupling with Press-Fit central movements on the market.** This means the well-known advantages of stiffness, lightness and performance over time typical of Campagnolo® cranksets remain unaltered.

This solution offers many advantages, one of which is the ability to change frames without having to purchase a new crankset. This allows Campagnolo® to maintain the tried, tested and proven geometries and designs of the Ultra-Torque™ crankset without having to modify the crankset itself for the wide array of standards available currently.

Campagnolo’s integrated cups, available for Ultra-Torque™ cranksets as well as the Power-Torque System and Over-Torque Technology™, have the same functionality as other systems but with the added technical advantage of maintaining the widest stance possible for the bearings. This reduces lateral forces acting on the bearings and makes for a smoother and more reactive performance that is more durable over time.

ULTRA TORQUE™	Thread		Press-Fit				
	ITA	BSA	BB30	BB86	PF30	BB RIGHT	BB386
	70x (36x24 tpi)	68x (1.37"x24 tpi)	68x42	86,5x41	68x46	79x46	86,5x46
							
							
							
							
							
							

POWER TORQUE™	Thread		Press-Fit				
	ITA	BSA	BB30	BB86	PF30	BB30A	BB386
	70x (36x24 tpi)	68x (1.37"x24 tpi)	68x42	86,5x41	68x46	73x42	86,5x46
							
							

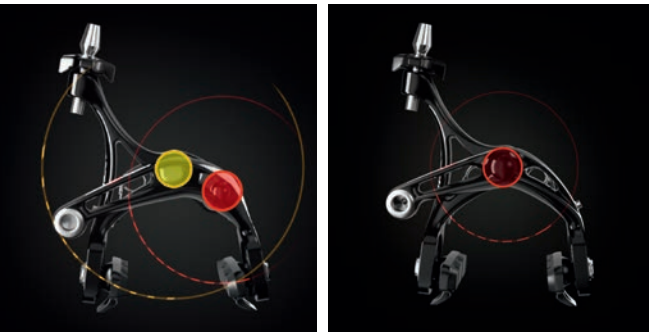
OVER TORQUE™	Thread		Press-Fit				
	ITA	BSA	BB30	BB86	PF30	BB RIGHT	BB386
	70x (36x24 tpi)	68x (1.37"x24 tpi)	68x42	86,5x41	68x46	79x46	86,5x46
							
							

BRAKES

The brake is a safety component, but for Campagnolo it must also guarantee maximum performance.

For the Super Record™, Record™ and Chorus™ groupsets, the new 2015 brake increases braking performance thanks to synergy of the upper body with the new brake pad compound studied by Campy Tech Lab™ to further improve braking power, progressiveness and silence.

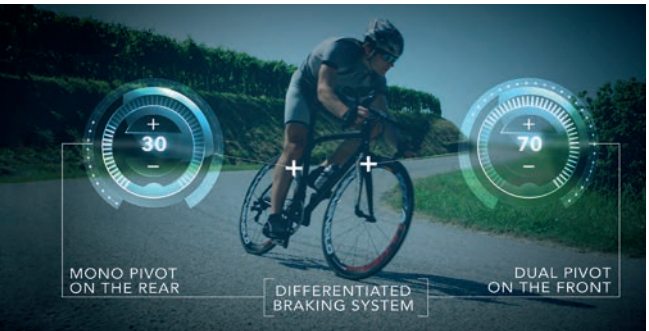
Campagnolo® offers some of the most powerful brakes available on the market and, in an effort to offer solutions for every rider, has produced two choices for performance stopping power. The Dual Pivot system uses dual pivot points for actuating the brake arms thus increasing the force applied to the braking surface in relation to the force applied by the cyclist on the lever. However, Campagnolo® also produces a mono-pivot rear brake that allows the cyclist to build his bike according to his own personal braking preference.



DUAL-PIVOT FRONT BRAKE  
DUAL-PIVOT REAR BRAKE

MONO-PIVOT REAR BRAKE

**What are the advantages of the Dual Pivot system?**  
The dual pivoting of the brake arms makes it possible to increase the actuation force of the brake and to modulate braking based on the needs of the moment, making braking consistently safe and controlled.



**But do cyclists always need braking that is decisive and powerful?**  
As is well-known, the braking of a road bike is divided into about 70% on the front and 30% on the rear. The answer, therefore, is certainly positive in the case of the front brake, while for the rear brake, the answer becomes a personal choice and is provided based on the style of riding, weather conditions, and also the material of the braking tracks of the wheels.



This is why, for the Super Record™ and Record™ brakes, Campagnolo® offers the two options for the rear brake: mono pivot for those who prefer a lighter brake with a less powerful braking action, and dual pivot for riders who want to have greater braking power on the rear as well.



New brake pads made especially for aluminium wheels



New brake pads made especially for the new Shamal™ Mille wheels



Brake pads made especially for carbon wheels





# ELECTRONIC GROUPSETS

SUPER RECORD™ EPS™	40
RECORD™ EPS™	44
CHORUS™ EPS™	48



# SUPER RECORD™ EPS™



The dream.  
For Campagnolo®, this has been a significant company achievement and an extremely important project, while for the cyclist, it represents the zenith of cycling technology today.  
Super Record™ EPS™ is the lightest electronic groupset in the world. Carbon fibre and titanium - materials offering unparalleled performance and renowned for their lightness - come together with Italian design to make the Super Record™ EPS™ truly a thing of distinctive, exclusive beauty. Just one click of the controls will be enough for you to realise that this is the beginning of a new era.

## SUPER RECORD™ EPS™ ERGOPOWER™ CONTROLS

262 g



### One lever-One action:

each lever of the control set has its own distinct function. This means absolute certainty of using the right control in all conditions (winter temperatures and gloves, poor road conditions etc.), eliminating the risk of error.



### 100% waterproof:

all control components are built to operate in any weather conditions in compliance with the IP67 standard.



### Switch Mode button:

the "mode" buttons allow the user to check battery charge, make fine adjustments to the rear or front derailleur - even in the middle of a race (with the "ride setting" procedure), and set the zero position of the rear and front derailleur ("zero setting" procedure).



### e-Ergonomy™:

the new lower position of the lever 3 ensures easier access from all riding positions allowing the athlete to shift easily from the hoods or the drops.



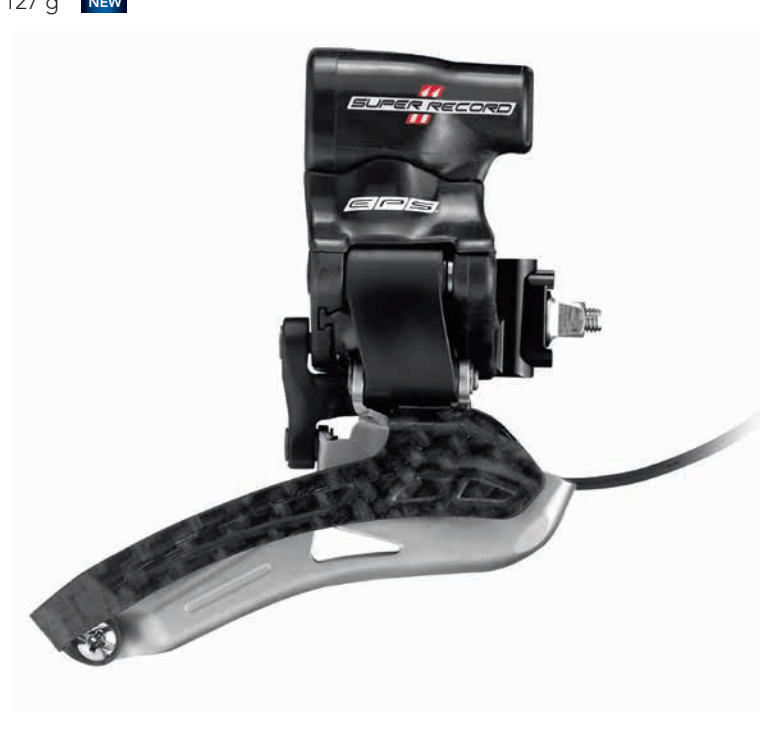
### Multi-Dome Tech™:

the 5-dome technology perfected by Campy Tech Lab™ together with Campagnolo® athletes has made it possible to strike the perfect balance between operating force and tactile shift feedback. It also eliminates the possibility of unintentionally shifting the rear or front derailleur.



## SUPER RECORD™ EPS™ FRONT DERAILLEUR

127 g **NEW**



### New cage:

the single-piece outer semi-cage is a Campagnolo work of art that improves the stiffness of the structure during downshifting. The new design of the inner semi-cage in aluminum allows for even faster upshifting.



### Front derailleur body in monolithic carbon powder technopolymer:

complex carbon engineering produces a lightweight and yet very stiff and resistant unit.

### Position sensor:

with the "Magnetic Hall Sensor Resolver™", the front derailleur always moves the chain automatically into the ideal position for the selected sprocket/chainring.

### High torque, high drive ratio motors:

Campagnolo® uses the worlds best and most powerful motors. The motors used in EPS™ components ensure precise shifting even under strain and deliver the speediest shifting available with no loss in performance over time.

### 100% waterproof:

all the components of the front derailleur are built to operate in any weather conditions in compliance with the IP67 standard.

### CSD™ (Chain Security Device):

the new CSD chain security device achieves extremely high stiffness levels, in addition to offering regulation that is completely independent from that of the derailleur. Compatible with all the braze-on derailleurs from the Campagnolo range.



### Derailleur clip clamp:

allows perfect interfacing with the Campagnolo braze-on derailleur, guaranteeing maximum possible stiffness on frames with this kind of derailleur attachment. Available in 32 mm and 35 mm diameters.

### Front derailleur mounting tool:

faster installation with better results, this mounting tool makes the mechanics job easier and more exact.

## SUPER RECORD™ EPS™ REAR DERAILLEUR

198 g



### High torque, high drive ratio motors:

Campagnolo® uses the worlds best and most powerful motors. The motors used in EPS™ components ensure precise shifting even under strain and deliver the speediest shifting available with no loss in performance over time.



### Special T.I.N. treatment:

specially developed treatment for titanium components to ensure the highest performance and precision for the life of the product.



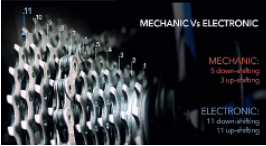
### Front plate and cage in carbon fibre:

the only electronic rear derailleur in the world made from carbon fibre. For maximum lightness and superlative maximum stiffness. For fast, precise shifts even under strain.



### Exclusive Multi-shifting™ Technology:

gives the rider the option of shifting up or down 11 sprockets in one single action.



### Position sensor:

the "Magnetic Hall Sensor Resolver™" ensures that the rear derailleur always moves the chain into the ideal position for the selected sprocket.



### Upper and lower body in monolithic carbon powder technopolymer:

complex carbon engineering produces a lightweight and yet very stiff and resistant unit.



### Exclusive "Unlock System™":

the manual release system lets the user position the rear derailleur and chain on the desired sprocket in the event of a drivetrain malfunction. The release system also prevents damage to the unit in a fall.



### 100% waterproof:

all the components of the rear derailleur are built to operate in any weather conditions in compliance with the IP67 standard.





# SUPER RECORD™ EPS™

## DTI™ RECORD™ EPS™ V2 POWER UNIT

130 g



**Specially developed internal casing designed to absorb road vibrations and impact:**  
for maximum protection of the battery and electronic components on even the worst road surfaces.



**DTI™ Digital Tech Intelligence:**  
the digital brain of the EPS™ drivetrain. DTI™ monitors and checks the battery, transmits and receives signals to and from the interface and controls and monitors the functions of the rear and front derailleur.



**Input/output gates:**  
for charging the battery and, when necessary, diagnosing the system and updating the firmware and Eeprom.



**External or internal mounting:**  
the cylindrical format allows the battery to be mounted in a variety of positions, all of which confer an aerodynamic advantage.



**Casing with ultrasonically welded seams:**  
makes the system 100% waterproof.

**Adapter for positioning in the seat post:**  
Enables the Power Unit V2 to be fixed rapidly in seat posts with a round or aerodynamic section.  
Available in two versions (for seat posts 27,2 and 31,6 mm wide) to permit correct positioning in each seat post.



## DTI™ RECORD™ EPS™ V2 INTERFACE

24 g



**Analogue-digital signal conversion:**  
transforms the analogue signals received from the controls into the digital signals transmitted to the Power Unit.



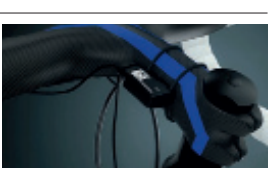
**"Zero setting" and "Ride setting":**  
used to set the initial configuration of the components and make fine adjustments during a race.



**RGB LED:**  
visualises battery charge status. The unit also checks for system faults, warning the user when necessary via an RGB LED.



**Two possible interface mounting options:**  
the unique design of the interface lets the user choose whether to install it on the brake cable or on the handlebar mount.



## SUPER RECORD™ CRANKSET

603 g **NEW**



**New chainrings**  
sophisticated mechanical features on the parts that move the chain up and down guarantee maximum efficiency during shifting. A further evolution of the chainrings used by Pro-Teams in 2014.

### Ultra-Torque™ bottom bracket

**Differentiated number of pins depending on the chainring combination:**  
constantly optimum engagement of the chain. Maximum shifting efficiency.

**Titanium axle and reverse thread titanium fixing bolt**

**Double standardized bolt circle diameter on all combinations**

**Hollow cranks and spider arms with Ultra-Hollow™ Technology**

**CULT™**



**Comp Ultra 11 - Over-Torque™ Technology crankset:**  
30mm diameter axle, USB™ ball bearings

## SUPER RECORD™ SPROCKETS

177 g



**Ultra-Shift™ teeth design:**  
every sprocket tooth is designed and placed to perform a specific function, like lifting or lowering the chain or giving maximum power transmission to the wheel.

**Ultra-Shift™ synchronization:**  
the sprocket tuning allows for maximum shifting performance without hesitation: fast, precise and quiet, even under stress.

**6 titanium sprockets:**  
less weight.



### RECORD™CHAIN

2,10 g /link



**Ultra-Link™ chain link connecting system:**  
high strength chain connection – greater safety and longer chain life.

**Ultra-Link™ chain links:**  
designed to provide maximum performance to Campagnolo® transmissions: longer life for chainrings and sprockets, maximum efficiency in power transmission.



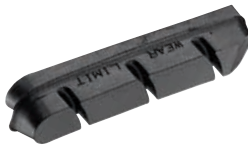
## SUPER RECORD™ BRAKES

297 g - Dual-Pivot (front+rear) **NEW**



272 g  
Mono/Dual-Pivot  
Version (pair)

**New special compound:**  
reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life - Maximum silence



**Front/Rear differentiated braking:**  
lighter rear brake – greater braking power modulation.

**Exclusive brake pad coupling/uncoupling system:**  
fast and secure brake pad replacement.

**Skeleton brake arms:**  
no-bend arms, modularity, reduced weight.



# RECORD™ EPS™



Competition, sweat and an endless string of victories. The Record name has always been associated with professional racing, and today, the Record™ 11s version of the EPS™ drivetrain continues to bring glory to both athletes and Campagnolo®. Carbon fibre makes it light and aggressive, while precision machining and exclusive engineering make it reliable, precise and lightning-fast, for unrivalled levels of performance.

## RECORD™ EPS™ ERGOPOWER™ CONTROLS

266 g



### One lever-One action:

each lever of the control set has its own distinct function. This means absolute certainty of using the right control in all conditions (winter temperatures and gloves, poor road conditions etc.), eliminating the risk of error.



### 100% waterproof:

all control components are built to operate in any weather conditions in compliance with the IP67 standard.



### Switch Mode button:

the "mode" buttons allow the user to check battery charge, make fine adjustments to the rear or front derailleur - even in the middle of a race (with the "ride setting" procedure), and set the zero position of the rear and front derailleur ("zero setting" procedure).



### e-Ergonomy™:

the new lower position of the lever 3 ensures easier access from all riding positions allowing the athlete to shift easily from the hoods or the drops.



### Multi-Dome Tech™:

the 5-dome technology perfected by Campy Tech Lab™ together with Campagnolo® athletes has made it possible to strike the perfect balance between operating force and tactile shift feedback. It also eliminates the possibility of unintentionally shifting the rear or front derailleur.



## RECORD™ EPS™ FRONT DERAILLEUR

133 g

NEW



### New design for the inner semi-cage in aluminum:

part of the "improved shifting" project used by Pro-Teams in 2014, it permits very fast, precise performance during upshifting even at top load.



### Front derailleur body in monolithic carbon powder technopolymer:

complex carbon engineering produces a lightweight and yet very stiff and resistant unit.

### Position sensor:

with the "Magnetic Hall Sensor Resolver™", the front derailleur always moves the chain automatically into the ideal position for the selected sprocket/chainring.

### High torque, high drive ratio motors:

Campagnolo® uses the worlds best and most powerful motors. The motors used in EPS™ components ensure precise shifting even under strain and deliver the speediest shifting available with no loss in performance over time.

### 100% waterproof:

all the components of the front derailleur are built to operate in any weather conditions in compliance with the IP67 standard.

### CSD™ (Chain Security Device):

the new CSD chain security device achieves extremely high stiffness levels, in addition to offering regulation that is completely independent from that of the derailleur. Compatible with all the braze-on derailleurs from the Campagnolo range.



### Derailleur clip clamp:

Allows perfect interfacing with the Campagnolo braze-on derailleur, guaranteeing maximum possible stiffness on frames with this kind of derailleur attachment. Available in 32 mm and 35 mm diameters.

### Front derailleur mounting tool:

faster installation with better results, this mounting tool makes the mechanics job easier and more exact.

## RECORD™ EPS™ REAR DERAILLEUR

203 g



### High torque, high drive ratio motors:

Campagnolo® uses the worlds best and most powerful motors. The motors used in EPS™ components ensure precise shifting even under strain and deliver the speediest shifting available with no loss in performance over time.



### Exclusive Ultra-Shift™ parallelogram geometry:

maximum rigidity, fast actuation and reduced friction.



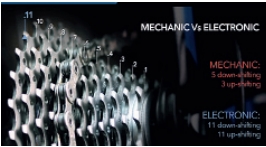
### Front plate and cage in carbon fibre:

the only electronic rear derailleur in the world made from carbon fibre. For extreme lightweight construction and maximum stiffness. For fast, precise shifts even under strain



### Exclusive Multi-shifting™ Technology:

gives the rider the option of shifting up or down 11 sprockets in one single action.



### Special T.I.N. treatment:

specially developed treatment for titanium components to ensure the highest performance and precision for the life of the product.



### Position sensor:

the "Magnetic Hall Sensor Resolver™" ensures that the rear derailleur always moves the chain into the ideal position for the selected sprocket.



### Upper and lower body in monolithic carbon powder technopolymer:

complex carbon engineering produces a lightweight and yet very stiff and resistant unit.



### Exclusive "Unlock System™":

the manual release system lets the user position the rear derailleur and chain on the desired sprocket in the event of a drivetrain malfunction. The release system also prevents damage to the unit in a fall.



### 100% waterproof:

all the components of the rear derailleur are built to operate in any weather conditions in compliance with the IP67 standard.





# RECORD™ EPS™

## DTI™ RECORD™ EPS™ V2 POWER UNIT

130 g



**Specially developed internal casing designed to absorb road vibrations and impact:**  
for maximum protection of the battery and electronic components on even the worst road surfaces.



**DTI™ Digital Tech Intelligence:**  
the digital brain of the EPS™ drivetrain. DTI™ monitors and checks the battery, transmits and receives signals to and from the interface and controls and monitors the functions of the rear and front derailleur.



**Input/output gates:**  
for charging the battery and, when necessary, diagnosing the system and updating the firmware and Eeprom.



**External or internal mounting:**  
the cylindrical format allows the battery to be mounted in a variety of positions, all of which confer an aerodynamic advantage.



**Casing with ultrasonically welded seams:**  
makes the system 100% waterproof.

**Adapter for positioning in the seat post:**  
Enables the Power Unit V2 to be fixed rapidly in seat posts with a round or aerodynamic section. Available in two versions (for seat posts 27,2 and 31,6 mm wide) to permit correct positioning in each seat post.



## INTERFACE DTI™ RECORD™ EPS™ V2

24 g



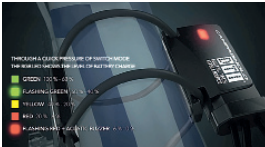
**Analogue-digital signal conversion:**  
transforms the analogue signals received from the controls into the digital signals transmitted to the Power Unit.



**"Zero setting" and "Ride setting":**  
used to set the initial configuration of the components and make fine adjustments during a race.



**RGB LED:**  
visualises battery charge status. The unit also checks for system faults, warning the user when necessary via an RGB LED.



**Two possible interface mounting options:**  
the unique design of the interface lets the user choose whether to install it on the brake cable or on the handlebar mount.



## RECORD™ CRANKSET

651 g **NEW**



**New chainrings**  
Sophisticated mechanical features on the parts that move the chain up and down guarantee maximum efficiency during shifting. A further evolution of the chainrings used by Pro-Teams in 2014.

**Ultra-Torque™ bottom bracket**

**Differentiated number of pins depending on the chainring combination:**  
Constantly optimum engagement of the chain. Maximum shifting efficiency.

**Integrated crank/chainring mounting system:**  
reduced weight – easy maintenance.

**Double standardized bolt circle diameter on all combinations**

**Hollow cranks and spider arms with Ultra-Hollow™ Technology**

**USB™ Technology:**  
USB™ ceramic ball bearings reduce friction, guaranteeing the maximum smoothness. Resistant to corrosion and wear, they maintain consistent performance over time.



**New Comp Ultra 11 - Over-Torque™ Technology crankset:**  
30mm diameter axle, USB™ ball bearings.

## RECORD™ SPROCKETS

201 g



**Ultra-Shift™ teeth design:**  
every sprocket tooth is designed and placed to perform a specific function, like lifting or lowering the chain or giving maximum power transmission to the wheel.

**Ultra-Shift™ synchronization:**  
the sprocket tuning allows for maximum shifting performance without hesitation: fast, precise and quiet, even under stress.

**3 titanium sprockets:**  
less weight



## CHAIN RECORD™

2,10 g / link



**Chain link Ultra-Link™ connecting system:**  
high strength chain connection - greater safety and longer chain life.

**Ultra-Link™ chain links:**  
designed to provide the best possible performance for Campagnolo® transmissions – longer life for gears and sprockets, maximum efficiency in power transmission.



## RECORD™ BRAKES

305 g - Dual-Pivot (front+rear) **NEW**



284 g  
Mono/Dual-Pivot  
Version (pair)



**New special compound:**  
reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life - Maximum silence



**Front/rear differentiated braking:**  
lighter rear brake – greater braking power modulation.

**Exclusive brake pad coupling/uncoupling system:**  
fast and secure brake pad replacement.

**Skeleton brake arms:**  
no-bend arms, modularity, reduced weight.



# CHORUS™ EPS™



A mass request from the market and cycling aficionados led our Vicenza-based company to add the new Chorus™ EPS™ to the electronic groupset range. The image that the Chorus™ has built for itself over the years identifies the role of this groupset in the electronic range: excellent performance, reliability and quality combined with a sort of understatement. No bells, no frills! This is a top-end groupset that does not bother with “precious” materials, but focuses on substance – performance in other words. Those choosing either the mechanical or electronic versions of Chorus™ rarely regret their decision.

## CHORUS™ EPS™ ERGOPOWER™ CONTROLS

293 g **NEW**



### One lever-One action:

each lever of the control set has its own distinct function. This means absolute certainty of using the right control in all conditions (winter temperatures and gloves, poor road conditions etc.), eliminating the risk of error.



### 100% waterproof:

all control components are built to operate in any weather conditions in compliance with the IP67 standard.



### Switch Mode button:

the “mode” buttons allow the user to check battery charge, make fine adjustments to the rear or front derailleur - even in the middle of a race (with the “ride setting” procedure), and set the zero position of the rear and front derailleur (“zero setting” procedure).



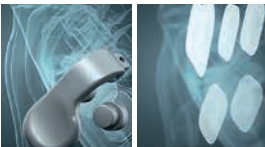
### e-Ergonomy™:

the new lower position of the lever 3 ensures easier access from all riding positions allowing the athlete to shift easily from the hoods or the drops.



### Multi-Dome Tech™:

the 5-dome technology perfected by Campy Tech Lab™ together with Campagnolo® athletes has made it possible to strike the perfect balance between operating force and tactile shift feedback. It also eliminates the possibility of unintentionally shifting the rear or front derailleur.



## CHORUS™ EPS™ FRONT DERAILLEUR

149 g **NEW**



### High torque, high drive ratio motors:

Campagnolo® uses the worlds best and most powerful motors. The motors used in EPS™ components ensure precise shifting even under strain and deliver the speediest shifting available with no loss in performance over time.



### Front derailleur body in monolithic carbon powder technopolymer:

complex carbon engineering produces a lightweight and yet very stiff and resistant unit.



### Position sensor:

with the “Magnetic Hall Sensor Resolver™”, the front derailleur always moves the chain automatically into the ideal position for the selected sprocket/chainring.

### New internal and external derailer cage design:

a design optimised for the EPS™ drivetrain for maximised lightness and stiffness. Extreme derailing speed and precision even under strain.

### 100% waterproof:

all the components of the front derailleur are built to operate in any weather conditions in compliance with the IP67 standard.

### CSD™ (Chain Security Device):

The new CSD chain security device achieves extremely high stiffness levels, in addition to offering regulation that is completely independent from that of the derailleur. Compatible with all the braze-on derailleurs from the Campagnolo range.

### Derailleur clip clamp:

Allows perfect interfacing with the Campagnolo braze-on derailleur, guaranteeing maximum possible stiffness on frames with this kind of derailleur attachment. Available in 32 mm and 35 mm diameters.

### Front derailleur mounting tool:

faster installation with better results, this mounting tool makes the mechanics job easier and more exact.

## CHORUS™ EPS™ REAR DERAILLEUR

225 g **NEW**



### High torque, high drive ratio motors:

Campagnolo® uses the worlds best and most powerful motors. The motors used in EPS™ components ensure precise shifting even under strain and deliver the speediest shifting available with no loss in performance over time.



### Exclusive Ultra-Shift™ parallelogram geometry:

maximum rigidity, fast actuation and reduced friction.



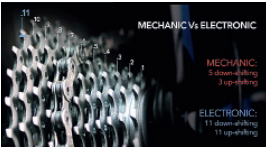
### Front plate and cage in aluminum:

lightweight construction and maximum stiffness. For fast, precise shifts even under strain.



### Multi-shifting™ Technology:

gives the rider the option of shifting up or down 11 sprockets in one single action.



### Special T.I.N. treatment:

specially developed treatment for titanium components to ensure the highest performance and precision for the life of the product.



### Position sensor:

the “Magnetic Hall Sensor Resolver™” ensures that the rear derailleur always moves the chain into the ideal position for the selected sprocket.



### Upper and lower body in monolithic carbon powder technopolymer:

complex carbon engineering produces a lightweight and yet very stiff and resistant unit.



### Exclusive “Unlock System™”:

the manual release system lets the user position the rear derailleur and chain on the desired sprocket in the event of a drivetrain malfunction. The release system also prevents damage to the unit in a fall.



### 100% waterproof:

all the components of the rear derailleur are built to operate in any weather conditions in compliance with the IP67 standard.



DTI™ CHORUS™ EPS™ V2 POWER UNIT

130 g **NEW**



Specially developed internal casing designed to absorb road vibrations and impact:

for maximum protection of the battery and electronic components on even the worst road surfaces.



DTI™ Digital Tech Intelligence:

the digital brain of the EPS™ drivetrain. DTI™ monitors and checks the battery, transmits and receives signals to and from the interface and controls and monitors the functions of the rear and front derailleur.



Input/output gates:

for charging the battery and, when necessary, diagnosing the system and updating the firmware and Eeprom.



External or internal mounting:

the cylindrical format allows the battery to be mounted in a variety of positions, all of which confer an aerodynamic advantage.



Casing with ultrasonically welded seams:

makes the system 100% waterproof.

Adapter for positioning in the seat post:

Enables the Power Unit V2 to be fixed rapidly in seat posts with a round or aerodynamic section. Available in two versions (for seat posts 27,2 and 31,6 mm wide) to permit correct positioning in each seat post.



DTI™ CHORUS™ EPS™ V2 INTERFACE

24 g **NEW**



Analogue-digital signal conversion:

transforms the analogue signals received from the controls into the digital signals transmitted to the Power Unit.



“Zero setting” and “Ride setting”:

used to set the initial configuration of the components and make fine adjustments during a race.



RGB LED:

visualises battery charge status. The unit also checks for system faults, warning the user when necessary via an RGB LED.



Two possible interface mounting options:

the unique design of the interface lets the user choose whether to install it on the brake cable or on the handlebar mount.



CHORUS™ CRANKSET

683 g **NEW**



New chainrings

sophisticated mechanical features on the parts that move the chain up and down guarantee maximum efficiency during shifting. A further evolution of the chainrings used by Pro-Teams in 2014.

Ultra-Torque™ bottom bracket

**Differentiated number of pins depending on the chainring combination:** constantly optimum engagement of the chain. Maximum shifting efficiency.

**Integrated crank/chainring mounting system:** reduced weight – easy maintenance.

**Double standardized bolt circle diameter on all combinations**

**Hollow crank and spider arms with Ultra-Hollow™ Technology**



**New Comp Ultra 11 - Over-Torque™ Technology crankset:** 30mm diameter axle, USB™ ball bearings.

CHORUS™ SPROCKETS

230 g



Ultra-Shift™ teeth design:

every sprocket tooth is designed and placed to perform a specific function, such as raising or lowering the chain or giving maximum power transmission to the wheel.

Ultra-Shift™ synchronization:

sprocket tuning allows for maximum shifting performance without hesitation: fast, accurate, and quiet, even under stress.

Reinforced mounts for second and third triplets:

greater sprocket set rigidity – performance, precision.



CHORUS™ CHAIN

2,24 g /link



Ultra-Link™ chain connecting system:

high strength chain connection – greater safety and longer chain life.

Ultra-Link™ chain links:

designed to give better performance to Campagnolo® drivetrains: greater durability of the gears and sprockets, maximum efficiency in the transmission of power.

CHORUS™ BRAKES

302 g - Dual-Pivot (front+rear) **NEW**



New special compound:

reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life - Maximum silence



Skeleton brake arms:

no-bend arms, modularity, reduced weight.

Dual pivot front/rear:

enhanced braking at the rear.





# GROUPSETS

<b>SUPER RECORD™</b>	54
<b>RECORD™</b>	58
<b>CHORUS™</b>	62
<b>ATHENA™</b>	66
<b>VELOCE™</b>	70



# SUPER RECORD™

New Super Record™ groupset, namely the maximum evolutionary and technological expression of a mechanical drivetrain for bikes. And thanks to its materials and performance, Super Record™ is still the reference groupset without equal on the market. Each component of the drivetrain has been completely rethought in terms of both design and function, to give maximum performance. Carbon, titanium, lightness, silence, design and exclusiveness are the ingredients for unprecedented performance and unique sensations.

## ERGOPOWER™ SUPER RECORD™ CONTROLS

342 g **NEW**



**Ultra-Shift™ ergonomics:**  
safe grip on handlebars in all positions and faster, more precise command on levers.



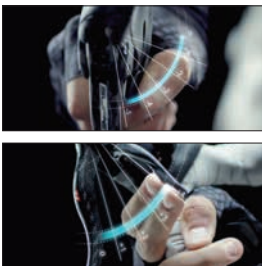
**New Vari-Cushion™ brake lever hoods with variable density and surface finishes**

natural silicone material with differentiated areas to follow the grip of the 1st and 2nd finger. The grooved areas drain away water, keeping the brake lever hoods dry and improving grip. Internal weave to create a variable thickness that guarantees maximum possible comfort.



**Ultra-Shift™ mechanism with differentiated maximum number of upshifting clicks depending on the starting sprocket:**

the only mechanical groupset on the market that allows multiple shifting (up to 5 sprockets). Rapid positioning on the combination desired when there is a steep increase in the slope or when approaching a bend (up to 4 combinations with chain on the first 4 sprockets, up to 3 combinations with chain above the fourth sprocket).



**Brake lever hoods and cable housing are available as spare parts in red and white.**



**Derailleur cable adjusting barrel:**  
Enables the tension of the derailleur cable to be adjusted perfectly, slashing adjustment time.

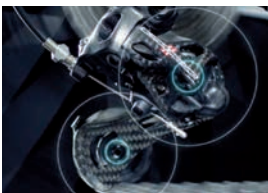


## SUPER RECORD™ REAR DERAILLEUR

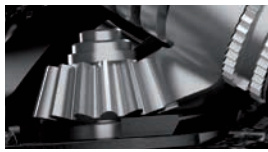
166 g **NEW**



**Completely new design:**  
the new shape of the external components enables the rear derailleur to move according to a different angle and the new internal design keeps the chain nearer the cassette to ensure better power transmission, greater and more secure traction, a better chain/sprocket interface and greater durability of components subject to wear and tear.



**Embrace Technology™:**  
the special chainring positioned inside the gear body acts on a rectangular section spring that allows the component to move along a trajectory that perfectly follows the curve of the sprockets, on both the 11-23 cassette and the new 11-29.



**Carbon fiber cage plate:**  
shifting positioning is exceedingly precise – extremely light.



**Front plate and cage in carbon fibre:**  
maximum rigidity, fast actuation and reduced friction.



**Upper and lower body in monolithic technopolymer with carbon powder:**  
maximum lightness yet still resistance to knocks and the elements



**Aluminum fixing bolt:**  
the new two-part system is 53% lighter than steel and 22% lighter than titanium, without compromising resistance and rigidity levels while prolonging component life.



## SUPER RECORD™ CRANKSET

603 g **NEW**



**Ultra-Torque™ axle:**  
pressure on the pedals is transmitted efficiently without any power loss.



**Hollow cranks and spider arms with Ultra-Hollow™ Technology:**  
reduced weight of stress – free sections, improved crank set weight to stiffness ratio.



**New chainrings**  
sophisticated mechanical features on the parts that move the chain up and down guarantee maximum efficiency during shifting. A further evolution of the chainrings used by Pro-Teams in 2014.



**CULT™ Technology:**  
the highest performing ceramic bearings combined with Cronitect steel make for a combination that is 9 times smoother, resistant to corrosion and extremely long lasting.



**Titanium axle and reverse thread titanium fixing bolt:**  
reduces the overall weight of the crankset by 40 grams.



**Double standardized bolt circle diameter on all combinations:**  
maximum stiffness and lightness thanks to extension of the carbon fiber crank close to the chainrings with 112 mm for the small bolt circle diameter and 145 mm for the large one.



**Differentiated number of pins depending on the chainring combination**  
constantly optimum engagement of the chain. Maximum shifting efficiency..





# SUPER RECORD™



## SUPER RECORD™ FRONT DERAILLEUR

71 g **NEW**



S2 System

**Special inner cage design:**  
greater rigidity, faster shifting performance and more space for extreme gear combinations.



**Outer semi-cage in monocoque carbon:**  
The single-piece outer semi-cage is a Campagnolo work of art that improves the stiffness of the structure during downshifting.



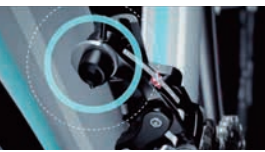
**S2 System (Secure Shifting System):**  
The special support system built into the derailleur safeguards working of the drivetrain, guaranteeing maximum compatibility with frames on the market.



**CSD (Chain Security Device):**  
the new CSD chain security device achieves extremely high stiffness levels, in addition to offering regulation that is completely independent from that of the derailleur. Compatible with all the braze-on derailleurs from the Campagnolo range.



**Derailleur cable deviator insert:**  
stops the cable touching the derailleur when the latter is closest to the frame. It is used on frames where the cable exits its housing very close to the derailleur.



**Derailleur clip clamp:**  
allows perfect interfacing with the Campagnolo braze-on derailleur, guaranteeing maximum possible stiffness on frames with this kind of derailleur attachment. Available in 32 mm and 35 mm diameters.

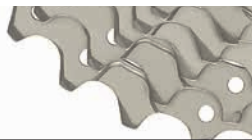
**Front derailleur mounting tool:**  
faster installation with better results, this mounting tool makes the mechanics job easier and more exact.

## SUPER RECORD™ SPROCKETS

177 g



**Ultra-Shift™ teeth design:**  
every sprocket tooth is designed and placed to perform a specific function, like lifting or lowering the chain or giving maximum power transmission to the wheel.



**Ultra-Shift™ synchronization**

**6 titanium sprockets:** less weight.

**New 11-29 combination (11, 12, 13, 14, 15, 17, 19, 21, 23, 26, 29):**  
provides the ideal combination on any gradient: from pedaled descents to the steepest climbs in the Giro d'Italia.

## RECORD™ CHAIN

2,10 g /link



**Ultra-Link™ chain link connecting System:**  
high strength chain connection – greater safety and longer chain life.



**Ultra-Link™ chain links:**  
designed to provide maximum performance to Campagnolo® transmissions: longer life for chainrings and sprockets, maximum efficiency in power transmission.



## SUPER RECORD™ BRAKES

297 g - Dual-Pivot (front+rear) **NEW**



272 g  
Mono/Dual-Pivot  
Version (pair)

**Front/Rear differentiated braking:**  
lighter rear brake – greater braking power modulation.



**New special compound:**  
reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life - Maximum silence



**Exclusive brake pad coupling/uncoupling System:**  
fast and secure brake pad replacement.



**Skeleton brake arms:**  
no-bend arms, modularity, reduced weight.





The Record™ groupset boasts numerous sporting achievements in the pro world and now, with its latest “revolution” it is ready and eager to take on new challenges because it has already won the main battle: performance. With the new Record™ groupset, shifting under load is no longer a problem and when you realize that the chain has moved from the small chainring to the large one you may even think you are using an electronic EPS™ drivetrain! The same goes for shifting – extremely precise, smooth, fluid and silent. Now set your own record!

ERGOPOWER™ RECORD™ CONTROLS



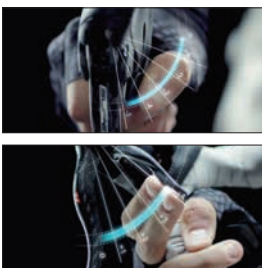
**Ultra-Shift™ ergonomics:**  
ensures a firm grip on the handlebars and fast, precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.



**New Vari-Cushion™ brake lever hoods with variable density and surface finishes**  
natural silicone material with differentiated areas to follow the grip of the 1st and 2nd finger. The grooved areas drain away water, keeping the brake lever hoods dry and improving grip. Internal weave to create a variable thickness that guarantees maximum possible comfort.



**Ultra-Shift™ mechanism with differentiated maximum number of upshifting clicks depending on the starting sprocket:**  
the only mechanical groupset on the market that allows multiple shifting (up to 5 sprockets). Rapid positioning on the combination desired when there is a steep increase in the slope or when approaching a bend (up to 4 combinations with chain on the first 4 sprockets, up to 3 combinations with chain above the fourth sprocket).



**Brake lever hoods and cable housing are available as spare parts in red and white.**



**Derailleur cable adjusting barrel:**  
enables the tension of the derailleur cable to be adjusted perfectly, slashing adjustment time.



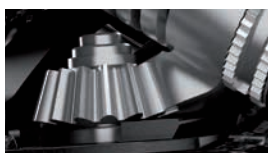
RECORD™ REAR DERAILLEUR



**Completely new design:**  
the new shape of the external components enables the rear derailleur to move according to a different angle and the new internal design keeps the chain nearer the cassette to ensure better power transmission, greater and more secure traction, a better chain/sprocket interface and greater durability of components subject to wear and tear.



**Embrace Technology™:**  
the special chainring positioned inside the gear body acts on a rectangular section spring that allows the component to move along a trajectory that perfectly follows the curve of the sprockets, on both the 11-23 cassette and the new 11-29.



**Carbon fiber cage plate:**  
shifting positioning is exceedingly precise – extremely light.



**Front plate and cage in carbon fibre:**  
maximum rigidity, fast actuation and reduced friction.



**Upper and lower body in monolithic technopolymer with carbon powder:**  
maximum lightness yet still resistance to knocks and the elements



**Aluminum fixing bolt:**  
the new two-part system is 53% lighter than steel and 22% lighter than titanium, without compromising resistance and rigidity levels while prolonging component life.



RECORD™ CRANKSET



**Ultra-Torque™ axle:**  
pressure on the pedals is transmitted efficiently without any power loss.



**New chainrings**  
sophisticated mechanical features on the parts that move the chain up and down guarantee maximum efficiency during shifting. A further evolution of the chainrings used by Pro-Teams in 2014.



**Differentiated number of pins depending on the chainring combination:**  
constantly optimum engagement of the chain. Maximum shifting efficiency.



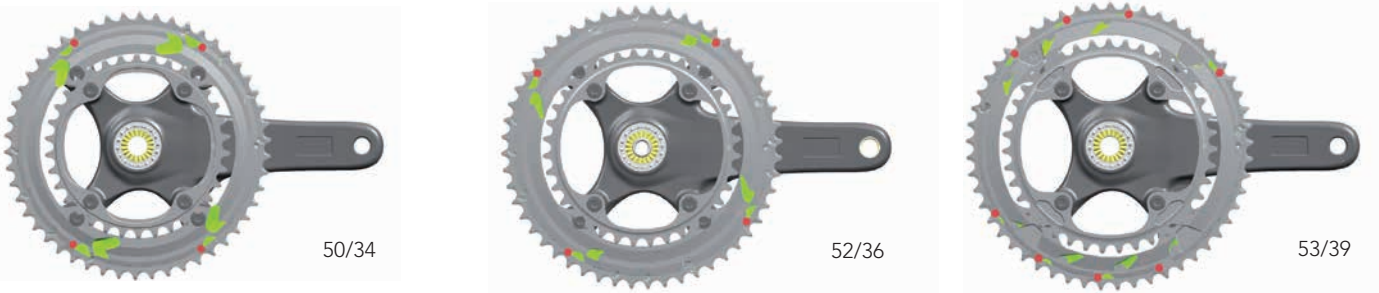
**Hollow cranks and spider arms with Ultra-Hollow™ Technology:**  
reduced weight of stress – free sections, improved crank set weight to stiffness ratio.



**Double standardized bolt circle diameter on all combinations:**  
maximum stiffness and lightness thanks to extension of the carbon fiber crank close to the chainrings with 112 mm for the small bolt circle diameter and 145 mm for the large one.



**USB™ Technology:**  
USB™ ceramic ball bearings reduce friction, guaranteeing the maximum smoothness. Resistant to corrosion and wear, they maintain consistent performance over time.







RECORD™ FRONT DERAILLEUR

78 g **NEW**



Special inner cage design:

- greater rigidity
- faster shifting
- more space for the chain crossovers.



Outer semi-cage in monocoque carbon:

the single-piece outer semi-cage is a Campagnolo work of art that improves the stiffness of the structure during downshifting.



S2 System (Secure Shifting System):

the special support system built into the derailleur safeguards working of the drivetrain, guaranteeing maximum compatibility with frames on the market.



CSD (Chain Security Device):

the new CSD chain security device achieves extremely high stiffness levels, in addition to offering regulation that is completely independent from that of the derailleur. Compatible with all the braze-on derailleurs from the Campagnolo range.



Derailleur cable deviator insert:

stops the cable touching the derailleur when the latter is closest to the frame. It is used on frames where the cable exits its housing very close to the derailleur.



Derailleur clip clamp:

allows perfect interfacing with the Campagnolo braze-on derailleur, guaranteeing maximum possible stiffness on frames with this kind of derailleur attachment. Available in 32 mm and 35 mm diameters.

Front derailleur mounting tool:

faster installation with better results, this mounting tool makes the mechanics job easier and more exact.

RECORD™ SPROCKET™

201 g



Ultra-Shift™ teeth design

Ultra-Shift™ synchronization:

the sprocket tuning allows for maximum shifting performance without hesitation: fast, precise and quiet, even under stress..



3 titanium sprockets: less weight.

New 11-29 combination

(11, 12, 13, 14, 15, 17, 19, 21, 23, 26, 29): provides the ideal combination on any gradient: from pedaled descents to the steepest climbs in the Giro d'Italia.

RECORD™ CHAIN

2,10 g / link



Chain link Ultra-Link™ connecting system:

high strength chain connection - greater safety and longer chain life.



Ultra-Link™ chain links:

designed to provide the best possible performance for Campagnolo® transmissions – longer life for gears and sprockets, maximum efficiency in power transmission.



RECORD™ BRAKES

309 g - Dual-Pivot (front+rear) **NEW**



Front/rear differentiated braking:

lighter rear brake – greater braking power modulation.



New special compound:

reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life - Maximum silence



Exclusive brake pad coupling/uncoupling System:

fast and secure brake pad replacement.



Skeleton brake arms:

no-bend arms, modularity, reduced weight.





CHORUS™

Fitting a Campagnolo® drivetrain to their bike has always been the ambition of many keen cyclists. Introduction of the new mechanical groupsets and the resulting incredible technical-performance and aesthetic innovation only serve to increase this desire. The new Chorus™ groupset is the optimum choice for those wanting the best results that a mechanical groupset can offer, combined with appeal and Italian design at the best price possible.

ERGOPOWER™ CHORUS™ CONTROLS

350 g

NEW



**Ultra-Shift™ ergonomics:**  
ensures a firm grip on the handlebars and fast, precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.



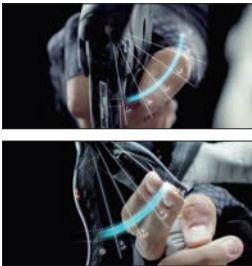
**New Vari-Cushion™ brake lever hoods with variable density and surface finishes**

natural silicone material with differentiated areas to follow the grip of the 1st and 2nd finger. The grooved areas drain away water, keeping the brake lever hoods dry and improving grip. Internal weave to create a variable thickness that guarantees maximum possible comfort.



**Ultra-Shift™ mechanism with differentiated maximum number of upshifting clicks depending on the starting sprocket:**

the only mechanical groupset on the market that allows multiple shifting (up to 5 sprockets). Rapid positioning on the combination desired when there is a steep increase in the slope or when approaching a bend (up to 4 combinations with chain on the first 4 sprockets, up to 3 combinations with chain above the fourth sprocket).



**Brake lever hoods and cable housing are available as spare parts in red and white.**



**Derailleur cable adjusting barrel:**  
enables the tension of the derailleur cable to be adjusted perfectly, slashing adjustment time.



CHORUS™ REAR DERAILLEUR

183 g

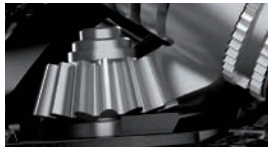
NEW



**Completely new design:**  
the new shape of the external components enables the rear derailleur to move according to a different angle and the new internal design keeps the chain nearer the cassette to ensure better power transmission, greater and more secure traction, a better chain/sprocket interface and greater durability of components subject to wear and tear.



**Embrace Technology™:**  
the special chainring positioned inside the gear body acts on a rectangular section spring that allows the component to move along a trajectory that perfectly follows the curve of the sprockets, on both the 11-23 cassette and the new 11-29.



**Front plate and cage in carbon fibre:**  
maximum rigidity, fast actuation and reduced friction.



**Upper and lower body in monolithic technopolymer with carbon powder:**  
maximum lightness yet still resistance to knocks and the elements



**Rear derailleur fixing bolts in aluminium:**  
with the same resistance and stiffness, the new two-part system makes it possible to reduce the weight by 53% compared to steel and 22% compared to titanium – prolongs the component life.



CHORUS™ CRANKSET

683 g

NEW



**Ultra-Torque™ axle:**  
pressure on the pedals is transmitted efficiently without any power loss.



**Hollow crank and spider arms with Ultra-Hollow™ Technology:**  
reduced weight of stress – free sections, improved crank set weight to stiffness ratio.



**New chainrings**  
sophisticated mechanical features on the parts that move the chain up and down guarantee maximum efficiency during shifting. A further evolution of the chainrings used by Pro-Teams in 2014.



**Double standardized bolt circle diameter on all combinations:**  
Maximum stiffness and lightness thanks to extension of the carbon fiber crank close to the chainrings with 112 mm for the small bolt circle diameter and 145 mm for the large one.



**Differentiated number of pins depending on the chainring combination:**  
constantly optimum engagement of the chain. Maximum shifting efficiency.







CHORUS™ FRONT DERAILLEUR

76 g **NEW**



Special inner cage design:

- greater rigidity
- faster shifting
- more space for the chain crossovers.



New cage in light molded alloy:

enabling crisp, rapid, precise and above all silent shifting thanks to the plate on the tip of the outer semi-cage.



S2 System (Secure Shifting System):

The special support system built into the derailleur safeguards working of the drivetrain, guaranteeing maximum compatibility with frames on the market.



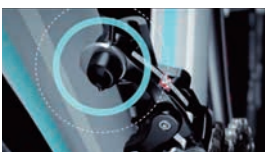
CSD (Chain Security Device):

the new CSD chain security device achieves extremely high stiffness levels, in addition to offering regulation that is completely independent from that of the derailleur. Compatible with all the braze-on derailleurs from the Campagnolo range.



Derailleur cable deviator insert:

stops the cable touching the derailleur when the latter is closest to the frame. It is used on frames where the cable exits its housing very close to the derailleur.



Derailleur clip clamp:

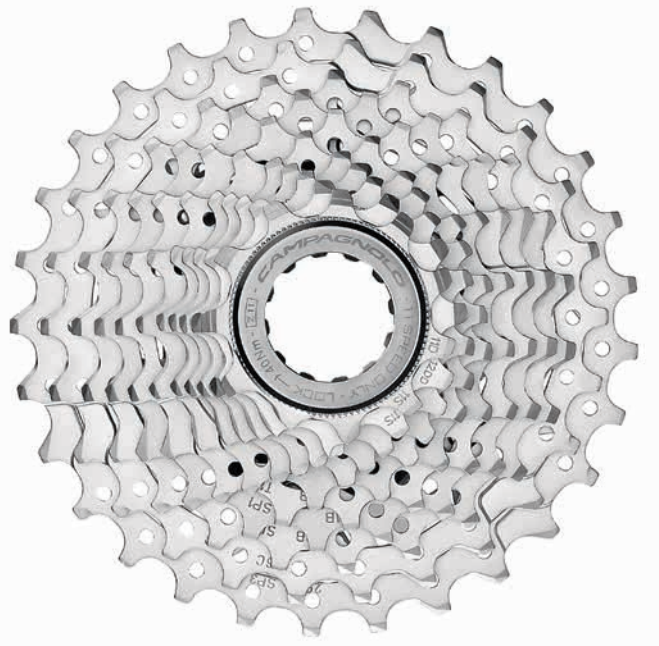
allows perfect interfacing with the Campagnolo braze-on derailleur, guaranteeing maximum possible stiffness on frames with this kind of derailleur attachment. Available in 32 mm and 35 mm diameters.

Front derailleur mounting tool:

faster installation with better results, this mounting tool makes the mechanics job easier and more exact.

CHORUS™ SPROCKET

230 g



Ultra-Shift™ teeth design

Ultra-Shift™ synchronization



Reinforced mounts for second and third triplets: greater sprocket set rigidity – performance, precision.

New 11-29 combination (11, 12, 13, 14, 15, 17, 19, 21, 23, 26, 29):

provides the ideal combination on any gradient: from pedaled descents to the steepest climbs in the Giro d'Italia.

CHORUS™ CHAIN

2,10 g / link



Ultra-Link™ chain connecting system:

high strength chain connection – greater safety and longer chain life.



Ultra-Link™ chain links:

designed to give better performance to Campagnolo® drivetrains - greater durability of the gears and sprockets, maximum efficiency in the transmission of power.



CHORUS™ BRAKES

302 g - Dual-Pivot (front + rear) **NEW**



Skeleton brake arms:

no-bend arms, modularity, reduced weight.



New special compound:

reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life - Maximum silence



Exclusive brake pad coupling/uncoupling system:

fast and secure brake pad replacement.



Dual pivot front/rear:

enhanced braking at the rear.



Cutting edge technology accessible to all. Athena™ offers the same precision and quality that Campagnolo® is famous for at a price point that is attractive to all. Athena™ is available in Carbon, black aluminum and silver aluminum ensuring that no matter the look you want for your bike, Athena™ quality is available. Carbon, black or silver Athena™ is the only entry-level 11-speed drivetrain available and offers unparalleled performance amongst its competitors.

ERGOPOWER™ ATHENA™ CONTROLS

372 g NEW  
Deep Black



**Ultra-Shift™ ergonomics:**  
ensures a firm grip on the handlebars and fast, precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.



**Vari-Cushion™ hood:**  
made of non-allergenic elastic material, with variable cushioning that provides the maximum comfort and safety even after many hours on the bike. Thanks to a special treatment, it is resistant to UV rays and maintains its original colours without fading.



**Power-Shift™ mechanism:**  
extremely fast and precise, it allows you to upshift by three sprockets at a time or downshift by one with just a single action.

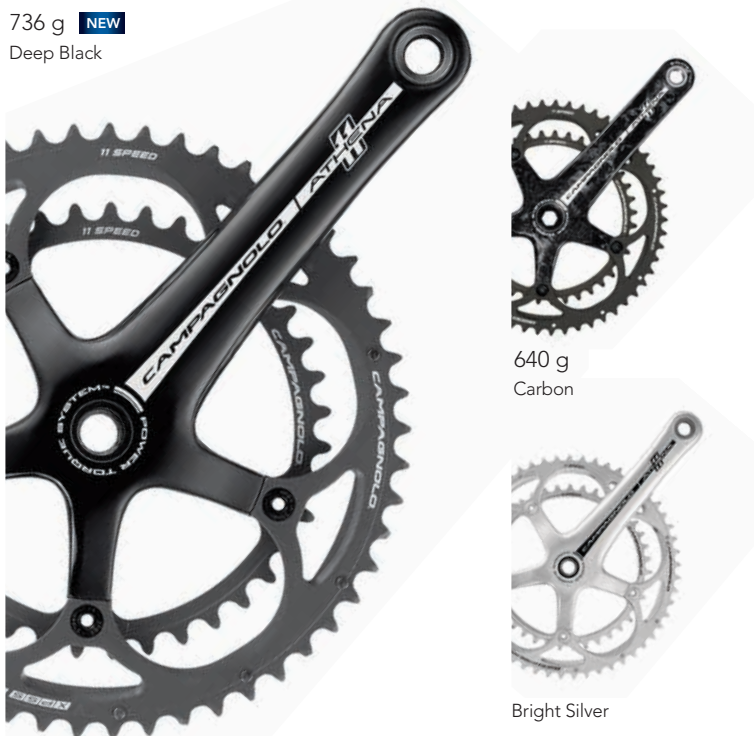


**Double curvature brake lever:**  
allows you to engage and modulate the brake safely from any hand position.



ATHENA™ CRANKSET

736 g NEW  
Deep Black



**XPSS™:**  
exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.



**Power-Torque™ System:**  
system with single axle designed to maximise stiffness and power transmission.



**Differentiated chain upshift and downshift zones**



**New Comp One 11 - Over-Torque™ Technology crankset:**  
30mm diameter axle

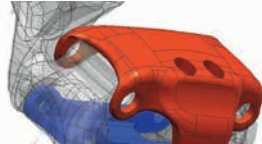


ATHENA™ REAR DERAILLEUR

209 g  
Deep Black



**Ultra-Shift™ parallelogram:**  
designed to wrap around the rear derailleur bodies and increase the overall stiffness of the rear derailleur. Makes shifting fast, precise, and clean in all conditions.



**Lightened upper body:**  
weight reduction.

**Pulleys in special rubber:**  
friction reduction.



ATHENA™ FRONT DERAILLEUR

92 g  
Deep Black



**Special inner cage design:**  
- greater rigidity  
- faster shifting  
- more space for the chain crossovers.



**Outer cage with Ultra-Shift™ design:**  
maximum cage stiffness – speed and precision of shifting.



**Exclusive Campagnolo® front derailleur body:**  
designed to make the system stiffer – improves the speed and precision of shifting.



**CSD (Chain Security Device):**  
The new CSD chain security device achieves extremely high stiffness levels, in addition to offering regulation that is completely independent from that of the derailleur. Compatible with all the braze-on derailleurs from the Campagnolo range.



**Front derailleur mounting tool:**  
to ensure perfect installation that will permit your new Campagnolo® drivetrain performs flawlessly, Campy Tech Lab™ engineers have developed a new tool that calibrates the exact position for the front derailleur in relation to the chainrings. Faster installation with better results, the new mounting tool makes the mechanics job easier and more exact.

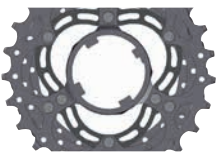


CHORUS™ SPROCKET

230 g



**Reinforced mounts for second and third triplets:**  
greater sprocket set rigidity – performance, precision.



**Ultra-Shift™ teeth design:**  
every sprocket tooth is designed and placed to perform a specific function, such as raising or lowering the chain or giving maximum power transmission to the wheel.

**Ultra-Shift™ synchronization:**  
sprocket tuning allows for maximum shifting performance without hesitation: fast, accurate, and quiet, even under stress.

CHORUS™ CHAIN

2,24 g / link



**Ultra-Link™ chain connecting system:**  
high strength chain connection – greater safety and longer chain life.



**Ultra-Link™ chain links:**  
designed to give better performance to Campagnolo® drivetrains: greater durability of the gears and sprockets, maximum efficiency in the transmission of power.



CAMPAGNOLO® BRAKES

321 g - Dual-Pivot  
Deep Black

NEW



Bright Silver

**Special brake compound:**  
better braking performance in all weather conditions – less wear on the braking track.



**Skeleton brake arms:**  
no-bend arms, modularity, reduced weight.



**Version dual pivot front/rear:**  
enhanced braking at the rear.

ERGOPOWER™ ATHENA™ 11x3 CONTROLS

372 g

NEW



**Ultra-Shift™ ergonomics:**  
ensures a firm grip on the handlebars and fast, precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.

**Power Shift™ system mechanism in left hand control:**  
specifically indexed for the triple drivetrain.

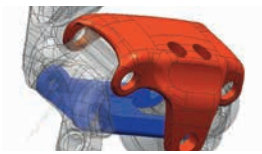


ATHENA™ 11x3 REAR DERAILLEUR

216 g



**Ultra-Shift™ parallelogram:**  
designed to wrap around the rear derailleur bodies and increase the overall stiffness of the rear derailleur. Makes shifting fast, precise, and clean in all conditions.



**Long cage:**  
maximises triple drivetrain performance when using 12/29 sprockets.



ATHENA™ TRIPLE CRANKSET

904 g



**“Q” and “U” factors:**  
the lowest “Q” factor in the triple crankset segment today lets the rider maintain an extremely natural position for the knee and ankle when pedalling, while a “U” factor of 12 mm less than the best rival triple crankset currently available on the market ensures maximum comfort and freedom of movement.

**Power-Torque™ System:**  
system with single axle designed to maximise stiffness and power transmission.

**XPSS™:**  
exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.

**Hollow aluminium crank:**  
superlative lightness.

FRONT DERAILLEUR ATHENA™ 11X3

101 g



**Dedicated derailleur cage for triple drivetrain:**  
for extremely precise and easy derailing on all chainrings.

**Inner “H” link, external link and front derailleur body:**  
maximum lightness and stiffness for precise, fast derailing.

**Front derailleur mounting tool:**  
faster installation with better results.



Entry level drivetrain, Top level performance.

The same attention to detail that the Campy Tech Lab™ has placed on Campagnolo®'s top end products has been applied to Veloce™ to ensure that this groupset gives the same precision and satisfaction as our top end groupsets. Fast, precise and comfortable this groupset is available in either silver or black finish.

## ERGOPOWER™ VELOCE™ CONTROLS

368 g **NEW**  
Deep Black



Bright Silver

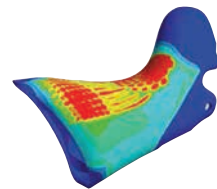
### Ultra-Shift™ ergonomics:

ensures a firm grip on the handlebars with fast and precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.



### Vari-Cushion™ hood:

made of non-allergenic elastic material, with variable cushioning that provides the maximum comfort and safety even after many hours on the bike. Thanks to a special treatment, it is resistant to UV rays and maintains its original colours without fading.



### Power-Shift™ mechanism:

extremely precise and rapid, it allows you to upshift three sprockets at a time or downshift by one with just a single action.



### Double curvature brake lever:

allows you to engage and modulate the brake safely from any hand position.



## VELOCE™ CRANKSET

753 g  
Deep Black



Bright Silver

### MPS™:

the perfect combination between chainring teeth, chain, and front derailleur. A perfectly synchronous system that enables fast and precise shifting even under load.



### Power Torque System™ bottom bracket:

pressure on the pedals is transmitted efficiently without any power loss.



### 8 up shift and 2 downshift zones:

faster and more accurate shifting, even under stress.



## VELOCE™ REAR DERAILLEUR

227 g  
Deep Black



Bright Silver

### Aluminum parallelogram with exclusive Ultra-Shift™ Geometry:

maximum shifting rigidity, fast actuation, precision, friction reduction.



### Ultra-Shift™ aluminum lower and upper body:

lower weight – friction reduction – longer component life..



## VELOCE™ FRONT DERAILLEUR

98 g



Bright Silver

### Nickel chrome cage:

longer component life – absolute rust protection.

### Compatible for standard and compact cranksets:

the groupset can be used with any 10-speed crank set.

### CSD (Chain Security Device):

The new CSD chain security device achieves extremely high stiffness levels, in addition to offering regulation that is completely independent from that of the derailleur. Compatible with all the braze-on derailleurs from the Campagnolo range.

### Front derailleur mounting tool:

to ensure perfect installation that will permit your new Campagnolo® drivetrain performs flawlessly, Campy Tech Lab™ engineers have developed a new tool that calibrates the exact position for the front derailleur in relation to the chainrings. Faster installation with better results, the new mounting tool makes the mechanics job easier and more exact.

## VELOCE™ SPROCKET

258 g



### Sprocket synchronization:

sprocket tuning is carefully designed to make shifting faster and more accurate – less chain stress.



### Ultra-Drive™ teeth design:

enables consistently responsive, fast, and precise shifting.

## VELOCE™ BRAKES

325 g **NEW**  
Deep Black



Bright Silver

### Special compound:

reduction of braking distance on both dry and wet surfaces – longer life for brake pad and rim.

### Special design for forged aluminum brake arms:

greater resistance to flex – lighter weight.



### Adjustable shoe holders:

shoe holders on rim's profile can be micro adjusted – longer life for rims and brake pads.



## VELOCE™ CHAIN

2,39 g / link



### HD-Link™ chain link fastening system:

high strength link locking – greater safety and longer chain life.

### Antifriction Ni-PTFE treatment:

reduced friction, smooth pedaling, quiet operation and greater efficiency – longer chain life.





# TECH DATA

Over the course of the previous pages in this catalog you can find a great deal of general information regarding every Campagnolo product. However, if you need more specific information and technical data we have compiled an even greater resource in the following section.

Should you need yet more information please visit:  
[www.campagnolo.com](http://www.campagnolo.com)

Please note that we reserve the right to change products, surface finish and specifications at any moment without prior notice.

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<b>GROUPSETS</b>	128
<b>WHEELS</b>	138



ELECTRONIC GROUPSETS TECHNICAL SPECIFICATIONS



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ERGOPOWER™ SUPER RECORD™ EPS™ 11S CONTROL LEVERS		for caliper brakes - composite body - lightened carbon brake lever - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - front derailleur micro-adjustment possibility - multiple shifting - buttons Switch Mode™	262
DTI™ RECORD™ EPS™ V2 INTERFACE		Technopolymer, waterproof (IP67)	24
DTI™ RECORD™ EPS™ V2 POWER UNIT		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12V rechargeable battery - DTI™ Digital Tech Intelligence Eeprom board - data input/output port and battery charger - system shut-down magnet - magnetic power block strap - compatible with SR/RE EPS™	130
SUPER RECORD™ EPS™ STD FRONT DERAILLEUR	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum 11s fork - titanium bolts - antifriction treatment - body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)	127
SUPER RECORD™ EPS™ 11S REAR DERAILLEUR		upper to lower pulley-axle: 55 mm - composite outer plate - Titanium hanger and pivot bolt - parallelogram with 11s geometry - carbon fiber upper and lower body - metal-carbon cage - lightened special rubber pulleys - bottom pulley with ceramic bearings - on the upper and lower body - high torque ratio motors - Position sensor - Waterproof (IP67)"	198
SUPER RECORD™ 11S SPROCKETS	11-23, 11-25, 11-27, 12-25, 12-27, 12-29	5 steel and 6 titanium - nickel-chromed finish for steel sprockets - light alloy carrier - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	177
RECORD™ 11S CHAIN		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - lightened links - hollow pins - 11s outer link	2,10/ link**
SUPER RECORD™ ULTRA-TORQUE™ TITANIUM 11S CRANKSET	170, 172.5, 175 mm, 39-53 36-52 34-50	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles in titanium - requires Super Record ULTRA-TORQUE™ BB cups	603
SUPER RECORD™ ULTRA-TORQUE™ THREADED CUPS	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	45
ULTRA-TORQUE™ PRESS-FIT CUPS	BB30 68x42 BB86 86,5x41 PF30 68x46 BB RIGHT 79x46 BB386 86,5x46	aluminium - with enhanced interference surface	29
COMP ULTRA™ OVER-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
COMP ULTRA™ OVER-TORQUE™ CT™ CARBON 11S CRANKSET	170, 172.5, 175 mm 34-50, 36-52	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563
OVER-TORQUE™ THREADED CUPS	BSA 68x (1,37"x24 tpi)	stainless steel	102
OVER-TORQUE™ PRESS-FIT CUPS	BB30 68x42 PF30 68x46 BB386 86,5x46	technopolymer - USB™ bearings (Ultra Smooth Bearings)	54
SUPER RECORD™ SKELETON™ BRAKES		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - ball bearings - light alloy and titanium hardware - brake pads orbital adjustment - lightened rear brake - skeletonized arms - brake pad with elastomer compound with reinforcement in aramid fiber and silica - optional: front and rear dual-pivot brake (297 g)	272
RECORD™ FRONT HUB		32 holes - light alloy oversize axle and body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 100 mm - Symmetric Action™ lever on the release	330
RECORD™ REAR HUB		32 holes - 9s/10s/11s - light alloy body, axle and one-piece freewheel body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 130 mm - Symmetric Action™ lever on the release	116
RECORD™ HEADSET		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone systeme	104
RECORD™ THREADLESS™ HEADSET		1" - for unthreaded fork tube - height 24.5 mm - composite cover and light alloy fixing screw - lubrication port - cup and cone system - patented centering system	110
RECORD™ HIDDENSET™ HEADSET	1-1/8"	internal headset for unthreaded fork tube - height 5.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73
RECORD™ WATER-BOTTLE CARRIER		monocoque carbon, supplied with water-bottle	18
RECORD™ CABLE GUIDE PLATE		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

\* Average weight - it refers to the lighter specification among the available options.  
\*\* Example: 2,10 x 108 links = 227 g.



ELECTRONIC GROUPSETS TECHNICAL SPECIFICATIONS



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ERGOPOWER™ RECORD™ 11S CONTROL LEVERS		for caliper brakes - composite body and levers - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - front derailleur micro-adjustment possibility - multiple shifting - buttons Switch Mode™	266
DTI RECORD™ EPS™ V2 INTERFACE		Technopolymer, waterproof (IP67)	24
DTI RECORD™ EPS™ V2 POWER UNIT		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12 V rechargeable battery - DTI™ Digital Tech Intelligence Eeprom board - data input/output port and battery charger - system shut-down magnet - magnetic power block strap - compatible with SR/RE EPS™	130
RECORD™ EPS™ 11S FRONT DERAILLEUR	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 – max. chainring 55 – min. chainring 34 - aluminum fork - antifriction treatment - body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)"	133
RECORD™ EPS™ 11S REAR DERAILLEUR		upper to lower pulley-axle: 55 mm - composite outer plate - parallelogram with 11s geometry - black anodized forged aluminium upper and lower body - metal-carbon cage - lightened special rubber pulleys - pulley movement with ceramic ball bushings- high torque ratio motors - Position sensor - Waterproof (IP67)"	203
RECORD™ 11S SPROCKETS	11-23, 11-25, 11-27, 12-25, 12-27, 12-29	8 steel and 3 titanium - nickel-chromed finish for steel sprockets - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	201
RECORD™ 11S CHAIN		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - lightened links - hollow pins - 11s outer link	2,10/ link**
RECORD™ ULTRA-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175 mm, 39-53 36-52 34-50	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment -differentiated number of pins according to chainring combination - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axes - requires ULTRA-TORQUE™ BB cups	651
RECORD™ ULTRA-TORQUE™ THREADED CUPS	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	46
ULTRA-TORQUE™ PRESS-FIT CUPS	BB30 68x42 BB86 86,5x41 PF30 68x46 BB RIGHT 79x46 BB386 86,5x46	aluminium - with enhanced interference surface	29
COMP ULTRA™ OVER-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563
COMP ULTRA™ OVER-TORQUE™ CT™ CARBON 11S CRANKSET	170, 172.5, 175 mm 34-50, 36-52	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563
OVER-TORQUE™ THREADED CUPS	BSA 68x (1,37"x24 tpi)	stainless steel	102



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
OVER-TORQUE™ PRESS-FIT CUPS	BB30 68x42 PF30 68x46 BB386 86,5x46	technopolymer - USB™ bearings (Ultra Smooth Bearings)	54
RECORD™ SKELETON™ BRAKES		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - ball bearings - light alloy hardware - brake pads orbital adjustment - lightened rear brake - skeletonized arms - brake pad with elastomer compound with reinforcement in aramid fiber and silica - optional: front and rear dual-pivot brake (303 g)	284
RECORD™ FRONT HUB		32 holes - light alloy oversize axle and body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 100 mm - Symmetric Action™ lever on the release	116
RECORD™ REAR HUB		32 holes - 9s/10s/11s - light alloy body, axle and one-piece freewheel body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 130 mm - Symmetric Action™ lever on the release	231
RECORD™ HEADSET		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104
RECORD™ THREADLESS™ HEADSET		1" - for unthreaded fork tube - height 24.5 mm - composite cover and light alloy fixing screw - lubrication port - cup and cone system - patented centering system	110
RECORD™ HIDDENSET™ HEADSET	1-1/8"	internal headset for unthreaded fork tube - height 5.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73
RECORD™ WATER-BOTTLE CARRIER		monocoque carbon, supplied with water-bottle	18
RECORD™ CABLE GUIDE PLATE		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

\* Average weight - it refers to the lighter specification among the available options.  
\*\* Example: 2,39 x 108 links = 258 g.



ELECTRONIC GROUPSETS TECHNICAL SPECIFICATIONS



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ERGOPOWER™ CHORUS™ EPS™ 11S CONTROL LEVERS		for caliper brakes - composite body - brake lever in aluminium - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - front derailleur micro-adjustment possibility - multiple shifting - buttons Switch Mode™	293
DTI™ CHORUS™ EPST™ V2 INTERFACE		Tecnopolimero, waterproof (IP67) - compatible with CHORUS EPS	24
DTI™ CHORUS™ EPST™ V2 POWER UNIT		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12 V rechargeable battery - DTI™ Digital Tech Intelligence Eeprom board - data input/output port and battery charger - system shut-down magnet - magnetic power block strap - compatible with CHORUS EPS	130
CHORUS™ EPST™ 11S FRONT DERAILLEUR	Braze-on with clamp-on kit Ø32, 35mm	for all chainring combinations - capacity 16 – max. chainring 55 - min. chainring 34 - chrome-plated nickel fork - antifriction insert + body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)	149
CHORUS™ EPST™ 11S REAR DERAILLEUR		upper to lower pulley-axle: 55 mm - total capacity: 33 teeth - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys - on the upper and lower body - high torque ratio motors - Position sensor - Waterproof (IP67)"	225
CHORUS™ 11S SPROCKETS	11-23, 11-25, 11-27, 12-25, 12-27, 12-29	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy locking, thread 27x1	230
CHORUS™ 11S CHAIN		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - 11s outer link - new material for outer link	2,24/ link**
CHORUS™ ULTRA-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175mm 39-53 36-52 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment -differentiated number of pins according to chainring combination - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	683
RECORD™ ULTRA-TORQUE™ THREADED CUPS	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	46
ULTRA-TORQUE™ PRESS-FIT CUPS	BB30 68x42 BB86 86,5x41 PF30 68x46 BB RIGHT 79x46 BB386 86,5x46	aluminium - with enhanced interference surface	29
COMP ULTRA™ OVER-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563
COMP ULTRA™ OVER-TORQUE™ CT™ CARBON 11S CRANKSET	170, 172.5, 175 mm 34-50, 36-52	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563
OVER-TORQUE™ THREADED CUPS	BSA 68x (1,37"x24 tpi)	stainless steel	102



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
OVER-TORQUE™ PRESS-FIT CUPS	BB30 68x42 PF30 68x46 BB386 86,5x46	technopolymer	54
CHORUS™ SKELETON™ BRAKES		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - skeletonized arms - special pad compound - front and rear dual-pivot brake - Campagnolo standard brake shoe	302
CAMPAGNOLO SKELETON™ BRAKES		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - skeletonized arms - front and rear dual-pivot brake - universal standard brake shoe	321
RECORD™ CABLE GUIDE PLATE		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

\* Average weight - it refers to the lighter specification among the available options.  
\*\* Example: 2,24 x 108 links = 242 g.



GROUPSETS TECHNICAL SPECIFICATIONS



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
SUPER RECORD™ 11S REAR DERAILLEUR		carbon fiber outer link with three holes to reduce weight – outer derailleur cage in carbon fiber – titanium screws - parallelogram with Embrace geometry - upper and lower body in monolithic technopolymer - inner derailleur cage in metal – derailleur pulleys in special lightened technopolymer – lower derailleur pulley with ceramic ball bearings	166
SUPER RECORD™ 11S FRONT DERAILLEUR	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 – max. chainring 56 – min. chainring 34 - inner semi-cage in aluminum - outer semi-cage in monocoque carbon fiber - titanium bolts	71
SUPER RECORD™ 11S FRONT DERAILLEUR with S2 System	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 – max. chainring 56 – min. chainring 34 - inner semi-cage in aluminum - outer semi-cage in monocoque carbon fiber - titanium bolts - S2 System for stabilizing drivechain	74
CSD™ Chain Security Device		aluminum structure with high levels of stiffness, positioning and adjustment independent of the derailleur, compatible with all Campagnolo braze-on derailleurs	15
DERAILLEUR CABLE ADJUSTING BARREL		micrometric adjustment of derailleur cable tension	5
DERAILLEUR CABLE DEVIATOR INSERT		in stainless steel	1,5
SUPER RECORD™ ULTRA-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS		for caliper brakes - composite body – ball bearings - lightened carbon brake lever - Ultra-Shift™ internal mechanism - ergonomic brake lever with pivot in line with support surface of Ergopower - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	342
SUPER RECORD™ 11S SPROCKETS	11-23, 11-25, 11-27, 11-29, 12-25, 12-27, 12-29	5 steel and 6 titanium - nickel-chromed finish for steel sprockets - light alloy carrier - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	177
RECORD™ 11S CHAIN		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - lightened links - hollow pins - 11s outer link	2,10/ link**
SUPER RECORD™ ULTRA-TORQUE™ TITANIUM 11S CRANKSET	170, 172.5, 175 mm, 39-53 36-52 34-50	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles in titanium - requires Super Record ULTRA-TORQUE™ BB cups	603
SUPER RECORD™ ULTRA-TORQUE™ THREADED CUPS	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	45
ULTRA-TORQUE™ PRESS-FIT CUPS	BB30 68x42 BB86 86,5x41 PF30 68x46 BB RIGHT 79x46 BB386 86,5x46	aluminium - with enhanced interference surface	29
SUPER RECORD™ SKELETON™ BRAKES		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - ball bearings - light alloy and titanium hardware - brake pads orbital adjustment - lightened rear brake - skeletonized arms - brake pad with elastomer compound with reinforcement in aramid fiber and silica - optional: front and rear dual-pivot brake (297 g)	272
RECORD™ FRONT HUB		32 holes - light alloy oversize axle and body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 100 mm - Symmetric Action™ lever on the release	330

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
RECORD™ REAR HUB		32 holes - 9s/10s/11s - light alloy body, axle and one-piece freewheel body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 130 mm - Symmetric Action™ lever on the release	116
RECORD™ HEADSET		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone systeme	104
RECORD™ THREADLESS™ HEADSET		1" - for unthreaded fork tube - height 24.5 mm - composite cover and light alloy fixing screw - lubrication port - cup and cone system - patented centering system	110
RECORD™ HIDDENSET™ HEADSET	1-1/8"	internal headset for unthreaded fork tube - height 5.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73
RECORD™ WATER-BOTTLE CARRIER		monocoque carbon, supplied with water-bottle	18
RECORD™ CABLE GUIDE PLATE		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

\* Average weight - it refers to the lighter specification among the available options.  
\*\* Example: 2,10 x 108 links = 227 g.



GROUPSETS TECHNICAL SPECIFICATIONS



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
RECORD™ 11S REAR DERAILLEUR		carbon fiber outer link with two holes to reduce weight – outer derailleur cage in carbon fiber – parallelogram with Embrace geometry - upper and lower body in monolithic technopolymer - inner derailleur cage in metal – derailleur pulleys in special lightened technopolymer – derailleur pulleys with bushings in sintered material	170
RECORD™ 11S FRONT DERAILLEUR	Braze-on with clamp-on kit Ø32, 35mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum fork - antifriction treatment	75
RECORD™ 11S FRONT DERAILLEUR with S2 System	Braze-on with clamp-on kit Ø32, 35mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum fork - antifriction treatment - S2 System for stabilizing drivechain	78
CSD™ Chain Security Device		aluminum structure with high levels of stiffness, positioning and adjustment independent of the derailleur, compatible with all Campagnolo braze-on derailleurs	15
DERAILLEUR CABLE ADJUSTING BARREL		micrometric adjustment of derailleur cable tension	5
DERAILLEUR CABLE DEVIATOR INSERT		in stainless steel	1,5
RECORD™ ULTRA-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS		for caliper brakes - composite body and levers – ball bearings - Ultra-Shift™ internal mechanism - ergonomic brake lever with pivot in line with support surface of Ergopower - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	348
RECORD™ 11S SPROCKETS	11-23, 11-25, 11-27, 11-29, 12-25, 12-27, 12-29	8 steel and 3 titanium - nickel-chromed finish for steel sprockets - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	201
RECORD™ 11S CHAIN		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - lightened links - hollow pins - 11s outer link	2,10/ link**
RECORD™ ULTRA-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175 mm, 39-53 36-52 34-50	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	651
RECORD™ ULTRA-TORQUE™ THREADED CUPS	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	46
ULTRA-TORQUE™ PRESS-FIT CUPS	BB30 68x42 BB86 86,5x41 PF30 68x46 BB RIGHT 79x46 BB386 86,5x46	aluminium - with enhanced interference surface	29
RECORD™ SKELETON™ BRAKES		brake-pad height adjustment ratio: 40+50 mm (measured from brake fixing-bolt to brake-shoe-nut) - ball bearings - light alloy hardware - brake pads orbital adjustment - lightened rear brake - skeletonized arms - brake pad with elastomer compound with reinforcement in aramid fiber and silica - optional: front and rear dual-pivot brake (303 g)	284
RECORD™ FRONT HUB		32 holes - light alloy oversize axle and body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 100 mm - Symmetric Action™ lever on the release	116
RECORD™ REAR HUB		32 holes - 9s/10s/11s - light alloy body, axle and one-piece freewheel body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 130 mm - Symmetric Action™ lever on the release	231

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
RECORD™ HEADSET		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104
RECORD™ THREADLESS™ HEADSET		1" - for unthreaded fork tube - height 24.5 mm - composite cover and light alloy fixing screw - lubrication port - cup and cone system - patented centering system	110
RECORD™ HIDDENSET™ HEADSET	1-1/8"	internal headset for unthreaded fork tube - height 5.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73
RECORD™ WATER-BOTTLE CARRIER		monocoque carbon, supplied with water-bottle	18
RECORD™ CABLE GUIDE PLATE		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

\* Average weight - it refers to the lighter specification among the available options.  
\*\* Example: 2,10 x 108 links = 227 g.



GROUPSETS TECHNICAL SPECIFICATIONS



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
CHORUSTM 11S REAR DERAILLEUR		carbon fiber outer link - parallelogram with Embrace Technology – upper body in monolithic technopolymer with long carbon fiber - lightened derailleur pulleys in special rubber	183
CHORUSTM 11S FRONT DERAILLEUR	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 – max. chainring 56 - min. chainring 34 - cast aluminum internal semi-cage – cast aluminum external semi-cage with plate	76
CHORUSTM 11S FRONT DERAILLEUR with S2 System	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 – max. chainring 56 - min. chainring 34 - cast aluminum internal semi-cage – cast aluminum external semi-cage with plate - S2 System for stabilizing drivechain	79
CSDTM Chain Security Device		aluminum structure with high levels of stiffness, positioning and adjustment independent of the derailleur, compatible with all Campagnolo braze-on derailleurs	15
DERAILLEUR CABLE ADJUSTING BARREL		micrometric adjustment of derailleur cable tension	5
DERAILLEUR CABLE DEVIATOR INSERT		in stainless steel	1,5
CHORUSTM ULTRA-SHIFTM 11S ERGOPOWERM CONTROL LEVERS		for caliper brakes - composite body - brake lever in carbon fiber - ball bearings - Ultra-Shift TM internal mechanism - ergonomic brake lever with pivot in line with support surface of Ergopower - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-CushionTM silicone hoods - No-BulgeTM housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	350
CHORUSTM 11S SPROCKETS	11-23, 11-25, 11-27, 11-29, 12-25, 12-27, 12-29	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy locking, thread 27x1	230
CHORUSTM 11S CHAIN		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-LinkTM for 11s chain - 11s outer link	2,24/ link**
CHORUSTM ULTRA-TORQUEM CARBON 11S CRANKSET	170, 172.5, 175mm 39-53 36-52 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment -differentiated number of pins according to chainring combination - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	683
RECORDTM ULTRA-TORQUEM THREADED CUPS	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	46
ULTRA-TORQUEM PRESS-FIT CUPS	BB30 68x42 BB86 86,5x41 PF30 68x46 BB RIGHT 79x46 BB386 86,5x46	aluminium - with enhanced interference surface	29
CHORUSTM SKELETONM BRAKES		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - skeletonized arms - special pad compound - front and rear dual-pivot brake - Campagnolo standard brake shoe	302
CAMPAGNOLO SKELETONM BRAKES		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - skeletonized arms - front and rear dual-pivot brake - universal standard brake shoe	321
RECORDTM WATER-BOTTLE CARRIER		monocoque carbon, supplied with water-bottle	18

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
RECORD TM CABLE GUIDE PLATE		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

\* Average weight - it refers to the lighter specification among the available options.  
\*\* Example: 2,24 x 108 links = 242 g.



GROUPSETS TECHNICAL SPECIFICATIONS



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ATHENA™ 11S REAR DERAILLEUR	deep black bright silver	upper to lower pulley-axe: 55 mm - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys	209
ATHENA™ STD + CT™ 11S FRONT DERAILLEUR	braze-on / clip-on: Ø 32, 35 mm deep black bright silver	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - chrome-plated nickel fork - antifriction insert	92
ATHENA™ POWER-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS	deep black bright silver	for caliper brakes - composite body - brake lever in aluminium - Power-Shift mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	372
ATHENA™ POWER-SHIFT™ 11S ALU-CARBON ERGOPOWER™ CONTROL LEVERS		for caliper brakes - composite body - carbon brake lever with aluminium core - Power-Shift mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	372
CHORUST™ 11S SPROCKETS	11-23, 11-25, 11-27, 12-25, 12-27, 12-29	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy locking, thread 27x1	230
CHORUST™ 11S CHAIN		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - 11s outer link - new material for outer link	2,24/ link**
ATHENA™ POWER-TORQUE™ 11S CRANKSET	170, 172.5, 175 mm 39-52, 39-53 deep black bright silver	forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with silver anodization - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	736
ATHENA™ POWER-TORQUE™ 11S CRANKSET	170, 172.5, 175 mm 34-50, 52-36 deep black 34-50 bright silver	forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment -differentiated number of pins according to chainring combination - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	740
ATHENA™ POWER-TORQUE™ CARBON 11S CRANKSET	165, 170, 172.5, 175 mm 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment -differentiated number of pins according to chainring combination - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	644
ATHENA™ POWER-TORQUE™ CT™ CARBON 11S CRANKSET	165, 170, 172.5, 175 mm 34-50, 52-36	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	640

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
POWER-TORQUE™ THREADED CUPS	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	72
POWER-TORQUE™ PRESS-FIT CUPS	BB30 68x42 BB30A 73x42 BB86 86,5x41 PF30 68x46 BB386 86,5x46	aluminium - with enhanced interference surface	50
COMP ONE™ OVER-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	605
COMP ONE™ OVER-TORQUE™ CT™ CARBON 11S CRANKSET	170, 172.5, 175 mm 34-50, 36-52	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	605
OVER-TORQUE™ THREADED CUPS	BSA 68x (1,37"x24 tpi)	stainless steel	105
OVER-TORQUE™ PRESS-FIT CUPS	BB30 68x42 PF30 68x46 BB386 86,5x46	technopolymer	57
CAMPAGNOLO SKELETON™ BRAKES		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - skeletonized arms - front and rear dual-pivot brake - universal standard brake shoe	321
RECORD™ WATER-BOTTLE CARRIER		monocoque carbon, supplied with water-bottle	5
RECORD™ CABLE GUIDE PLATE		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	18



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ATHENA™ 11X3 ERGOPOWER™ CONTROL LEVERS	Deep black Bright Silver Alu/Carbon	Dedicated left control for triple drivetrain for caliper brakes - composite body - Power-Shift mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	375
ATHENA™ 11X3 FRONT DERAILLEUR	Braze-on/clip-on (Ø 32 and 35mm)	For triple 11x3 crankset - capacity 16 - chainring max 52 - chainring min. 30 - anti-friction insert - Nickel-chromium fork - surface treatment.	101
ATHENA™ 11S REAR DERAILLEUR	Long cage Black Silver	upper to lower pulley-axe: 82 mm - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys	216
ATHENA™ TRIPLE POWER-TORQUE™ 11S CRANKSET	170, 172.5, 175mm 30-39-52 Black Silver Carbon	Hollow aluminium hand crank - forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with silver anodization - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	904

\* Average weight - it refers to the lighter specification among the available options.  
\*\* Example: 2,24 x 108 links = 242 g.



GROUPSETS TECHNICAL SPECIFICATIONS



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
VELOCE™ 10S REAR DERAILLEUR	short cage deep black bright silver	upper to lower pulley-axle: 55 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	227
	medium cage deep black bright silver	upper to lower pulley-axle: 72,5 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	260
VELOCE™ QS™ STD + CT™ 9S/10S FRONT DERAILLEUR	braze-on / clip-on: Ø 32, 35 mm black&red deep black	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - antifriction insert - chrome-plated nickel fork - surface treatments	98
VELOCE™ POWER-SHIFT™ 10S ERGOPOWER™ SHIFTERS	deep black bright silver	for caliper brakes - composite body - aluminium brake lever - Power Shift™ mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	368
VELOCE™ 10S ERGOPOWER™ FB SHIFTERS		for caliper brakes - double/triple crankset compatible - alu-composite body – aluminium brake lever - requires QS™ front derailleur - upshift up to three sprockets - downshift up to three sprockets - rolling mechanism - adjustable brake lever distance - optical gear display - indexed left-hand control	369
VELOCE™ UD™ 10S SPROCKETS	11-25, 12-23, 12-25, 13-26, 13-29	steel - Ultra-Drive™ - single sprockets - galvanized - supplied with lockring	258
VELOCE™ ULTRA-NARROW™ 10S CHAIN		width 5,9 mm - Ni-PTFE Finish - 114 links - Ultra-Drive™ - requires HD-Link™ for Ultra Narrow™ chain	2,39 link**
VELOCE™ POWER-TORQUE™ 10S CRANKSET	170, 172.5, 175 mm 39-53 deep black bright silver	forged aluminium cranks - chainrings MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	758
VELOCE™ POWER-TORQUE™ CT™ 10S CRANKSET	170, 172.5, 175 mm 34-50 deep black bright silver	forged aluminium cranks - chainrings MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	753
POWER-TORQUE™ THREADED CUPS	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	72
POWER-TORQUE™ PRESS-FIT CUPS	BB30 68x42 BB30A 73x42 BB86 86,5x41 PF30 68x46 BB386 86,5x46	aluminium - with enhanced interference surface	50
VELOCE™ BRAKES	deep black bright silver	brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - front and rear dual-pivot brake - universal standard brake shoe	325

\* Average weight - it refers to the lighter specification among the available options.  
\*\* Example: 2,39 x 108 links = 258 g.

TRIATHLON - TIME TRIAL

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
BAR-END 11S RECORD™ EPS™ SHIFTING LEVERS		Lever in lightened aluminium - body in technopolymer - 11 speed compatible - Diameter 18.2mm - waterproof IP67 - Overall length 52 mm.	51
BAR-END 11S CHORUS™ EPS™ SHIFTING LEVERS		Lever in lightened aluminium - body in technopolymer - 11 speed compatible - Diameter 18.2mm - waterproof IP67 - Overall length 60,4 mm.	52
BAR-END 11S RECORD™ EPS™ BRAKE LEVERS		Brake lever in carbon - body and buttons in technopolymer - compatible 11 speed - Diameter 18.2 - waterproof IP67	56
BAR-END 11S CHORUS™ EPS™ BRAKE LEVERS		Brake lever in aluminum - body and buttons in technopolymer - compatible 11 speed - Diameter 18.2 - waterproof IP67	66
TT DTI™ RECORD™ EPS™ V2 INTERFACE		Technopolymer, waterproof (IP67) - dual output for bar-end controls and brake controls	24
TT DTI™ CHORUS™ EPS™ V2 INTERFACE		Technopolymer, waterproof (IP67) - dual output for bar-end controls and brake controls	24
BAR-END 11S SHIFTING LEVERS CARBON		technopolymer body - carbon fibre levers - Back to Zero position - adjustable initial position - Multi-shifting System™ - micrometric adjustment of the front derailleur - with Campagnolo 11s drivetrain compatible	155
BAR-END 11S SHIFTING LEVERS		technopolymer body - aluminium levers - Back to Zero position - adjustable initial position - Multi-shifting System™ - micrometric adjustment of the front derailleur - with Campagnolo 11s drivetrain compatible	167
BAR-END 10S SHIFTING LEVERS		technopolymer body - aluminium levers - Back to Zero position - Adjustable initial position - Multi-shifting System™ - micrometric adjustment of the front derailleur - with Campagnolo 10s drivetrain compatible	167
BAR-END BRAKE LEVERS CARBON		technopolymer body - carbon fibre levers - aerodynamic profile - ergonomic profile for the levers - quick-release system	86
BAR-END BRAKE LEVERS		technopolymer body - levers in aluminium - aerodynamic profile - ergonomic profile for the levers - Quick-release system	106

PISTA

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
RECORD™ PISTA™ FRONT HUB	32, 36 holes	light alloy body – lubrication port - small flanges - O.L.D. 100 mm	204
RECORD™ PISTA™ REAR HUB	32, 36 holes	light alloy body – lubrication port - small flanges - O.L.D. 120 mm	284
RECORD™ PISTA™ CRANKSET	165, 170 mm 47, 48, 49, 50, 51, 52	requires b.b. L. 111 mm (asymmetrical)	592
RECORD™ PISTA™ BOTTOM BRACKET	ITA, ENG	axle L. 111 mm (asymmetrical) - composite and light alloy cartridge - light alloy cups - without sealings	220
RECORD™ PRO-FIT PLUS™ PEDALS		Titanium axle - light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - left axle compatible with the ErgoBrain™ magnet	266
RECORD™ HEADSET		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104
RECORD™ THREADLESS™ HEADSET		1" - for unthreaded fork tube - height 24.5 mm - composite cover and light alloy fixing screw - lubrication port - cup and cone system - patented centering system	110
RECORD™ HIDDENSET™ HEADSET	1-1/8"	internal headset for unthreaded fork tube - height 5.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73

\* Average weight - it refers to the lighter specification among the available options.



CAMPAGNOLO® SERVICE CENTER

The Service Center is the reference point for all Campagnolo® dealers and its aim is to provide an adequate after-sales service to Campagnolo® users. Service Centers are a territorial extension of Campagnolo srl and work exclusively with dealers, no exceptions made. The Service Centers handle two activities: After-sales Service and Spare Parts Service.

The After-sales Service provides technical assistance for products under guarantee or otherwise, enabling cyclists to enjoy the first-class characteristics of Campagnolo® products for long, without forfeiting safety, performance and endurance. The Spare Parts Service handles the distribution of spare parts. Campagnolo® possesses a large inventory of spare parts and is able to replenish its distribution system adequately in relatively short times.

We therefore advise you to refer to your Campagnolo® dealer for any expert action required by your bikes - these dealers are the only ones supported by the constant, skilled collaboration of Campagnolo® Service Centers.

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